

1982 Mazda GLC



Mazda GLC: "The most significant new imported car of the year."

1981 Car and Driver Reader's Choice Poll.

Just one year ago, Mazda unveiled an all-new GLC conceived, engineered and built to be nothing less than the new state-of-the-art in front-wheel-drive technology."

It was an audacious ambition for any car, but even more so for an economy car in the low price range.

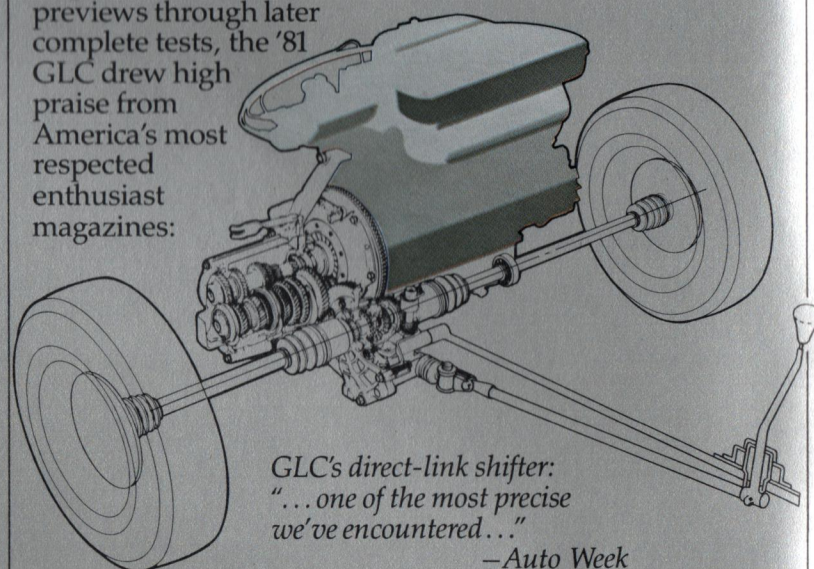
To fulfill it, Mazda engineers had painstakingly redesigned, reengineered

and refined virtually every major component area. What emerged was a world-class car so technically sophisticated that it created important new advances in what you can expect in a car of this type. Of course, all this was in addition to significantly improved fuel economy!

46 Est. hwy mpg **35** EST. MPG

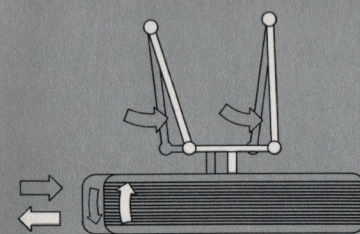
See page 18 for details.

Automotive press impressed. From first previews through later complete tests, the '81 GLC drew high praise from America's most respected enthusiast magazines:



GLC's direct-link shifter: "...one of the most precise we've encountered..."

—Auto Week



Unique dual-link rear suspension: "...state-of-the-art for cars in its class..."

—Road & Track

Motor Trend: "...excellence in virtually every critical area... torque steer... is totally absent here... excellent riding qualities and superior use of interior space..."

Car and Driver: "...a serious small car... comfortable beyond the normal small car standard... by far the best compromise of power, interior room and fuel economy on the market."

Negative scrub offset helps front wheels stay in-line.

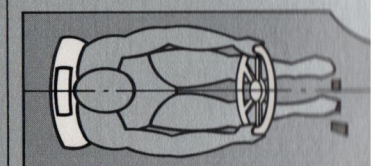
Auto Week: "...may be the smoothest riding econobox on the market, but one that doesn't sacrifice responsive handling... very pleasant road manners."

Popular Mechanics: "...achieves true greatness, fully competitive with the best of the econobox field."

The more you look, the more you like. You'll find some of the reasons for these glowing evaluations in the X-ray drawing below, more on the pages that follow—plus a few new refinements for 1982.

But the most convincing reasons to own a GLC are found in driving a GLC.

That's when you discover the synergistic effect of its sophisticated advances upon your joy of driving. With its remarkable room, comfort, driveability and extra-value features, you just may decide to put the 1982 Mazda GLC in an economy-car class all by itself.



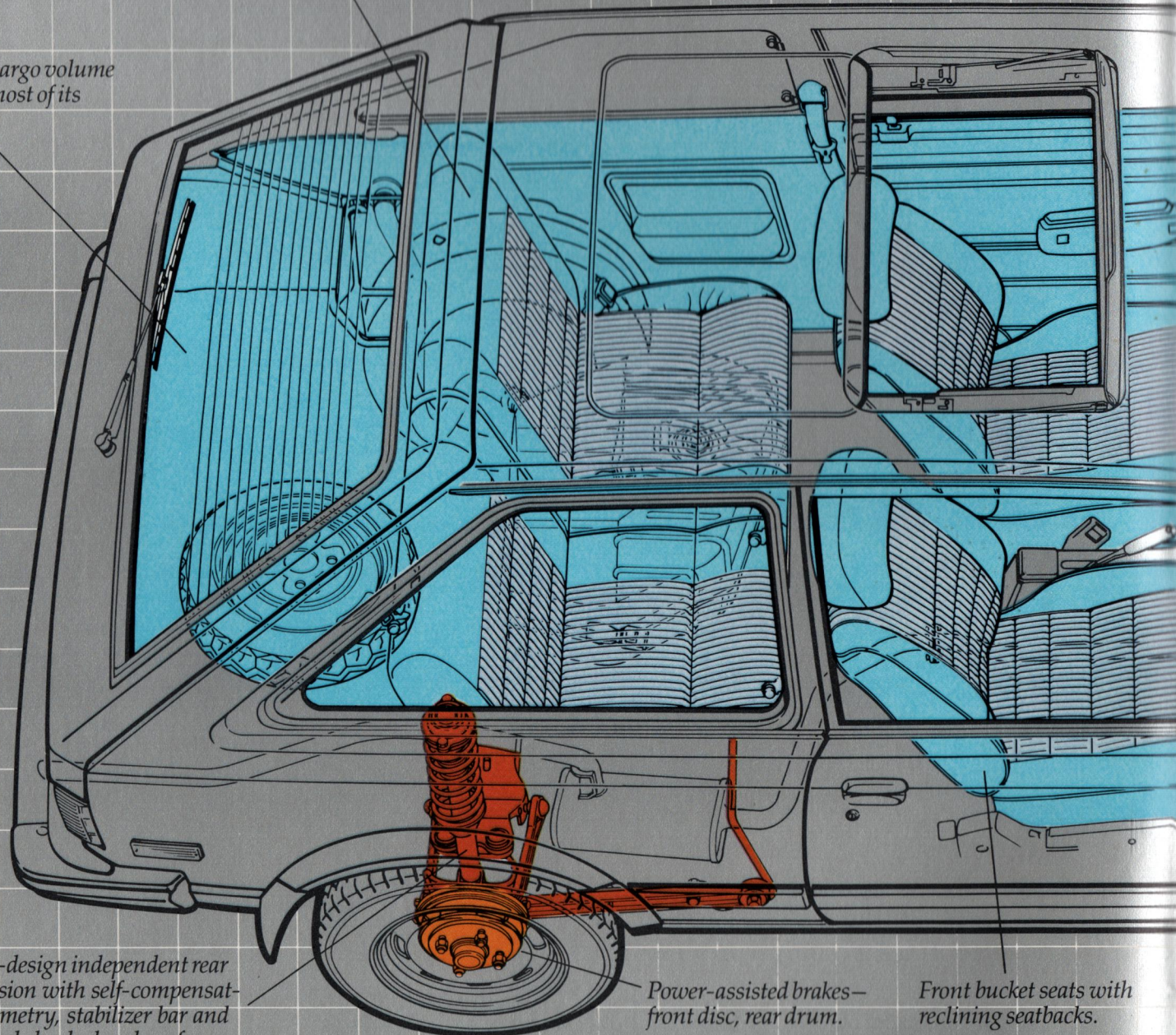
"...steering wheel, pedals and controls are where they belong..."

—Road & Track

Fold-down rear seatbacks open up over 27 cubic feet of cargo capacity.

A roomy interior for a car of its size—86 cubic feet, according to EPA data.

GLC's net EPA cargo volume is greater than most of its competitors.



Mazda-design independent rear suspension with self-compensating geometry, stabilizer bar and gas-filled shock absorbers for a smooth, road-holding ride.

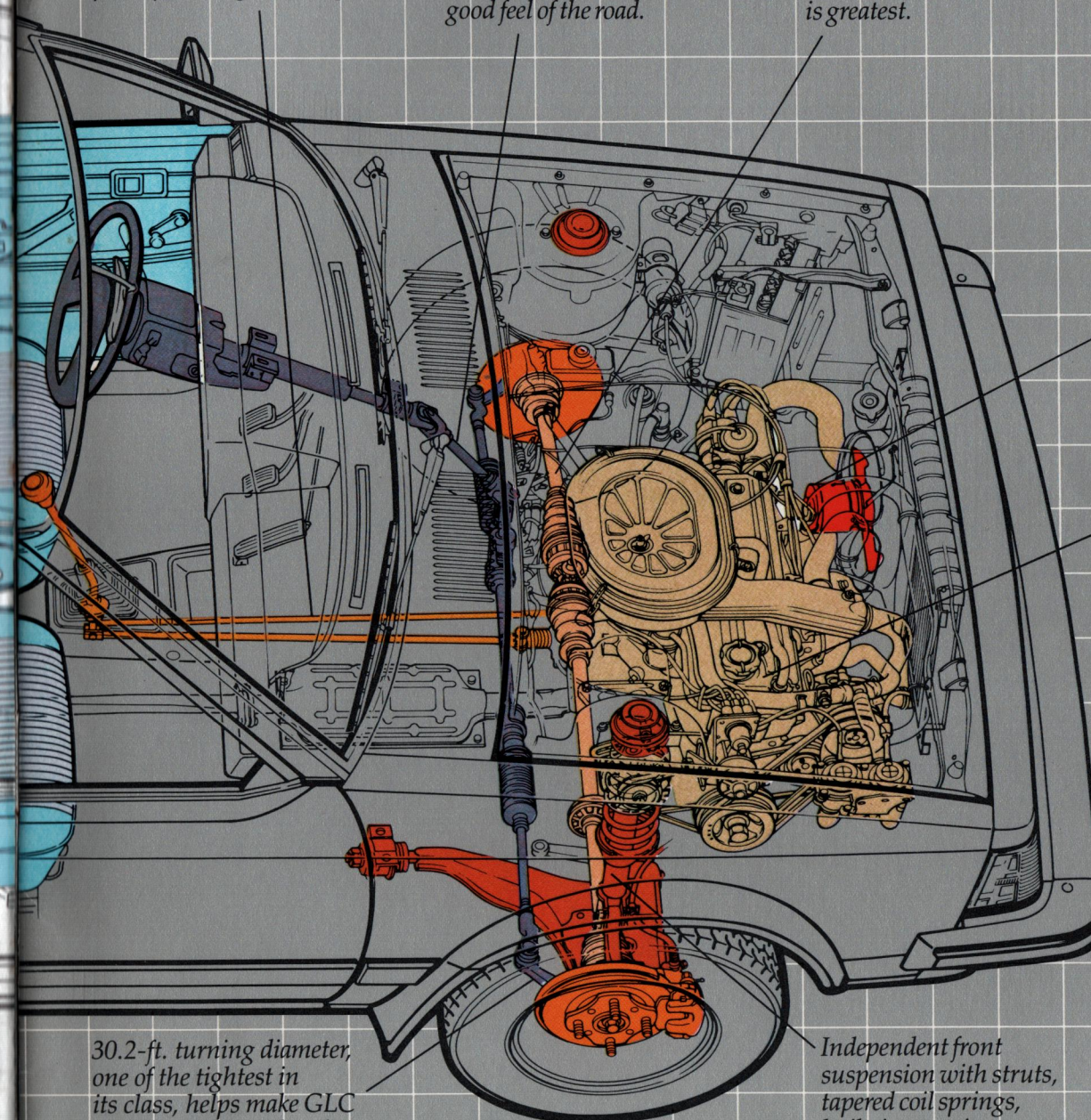
Power-assisted brakes—front disc, rear drum.

Front bucket seats with reclining seatbacks.

Mazda-design parallel shift linkage for quick, positive gear changes.

Mazda-design rack-and-pinion steering combines quick, easy turning and a good feel of the road.

Front-wheel-drive transaxle delivers power to wheels where traction is greatest.



30.2-ft. turning diameter, one of the tightest in its class, helps make GLC nimble on the road and at the curb.

Independent front suspension with struts, tapered coil springs, built-in negative scrub offset.

Electric cooling fan—works only when needed, reduces warm-up time, aids fuel economy.

1.5 litre ohc 4-cylinder engine, offset and canted to help neutralize torque effect on steering.

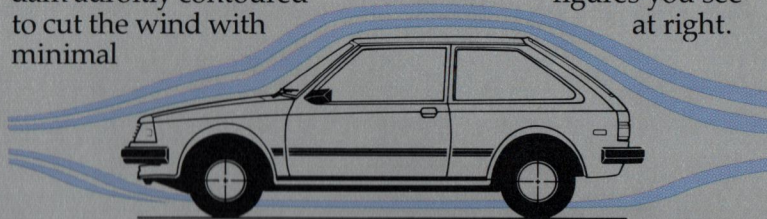
GLC Custom: "Better than it has to be: better, in fact, than almost anything in its class."

Motor Trend

Indeed, GLC excels in so many significant ways that it was judged a "Best Buy" in its class by *Motor Trend* in its *Import Car Buying Guide* (April, 1981).

So if you read a certain confidence into the wide wedge look of these GLC hatchbacks, you're reading right. Mazda has designed the GLC to accommodate people and paraphernalia with uncommon efficiency, and to perform its

driving functions in an outstanding manner. **A road-holding, wind-cheating shape.** It was painstakingly honed in a wind tunnel—the hood is precisely slanted, the air dam adroitly contoured to cut the wind with minimal



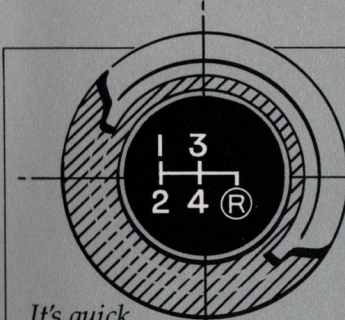
drag. The sides are clean, and the rear roofline ever so slightly "ducktailed" to reduce turbulence. When all the perfecting was done, it emerged with a drag co-efficient of 0.44—remarkably low for a car of its configuration. A dual triumph of pure aerodynamics—and aesthetics—which contributes to the outstanding fuel economy figures you see at right.

High-tech performance. It's what separates GLC from other front-wheel-drive econocars. GLC handles, responds and moves with a poise and sportslike precision that can amaze a first-time driver.

Mazda's technical innovations in 4-wheel independent suspension, rack-and-pinion steering, and especially its gearshift action, all combine to raise GLC to driving levels you've likely not experienced in other cars—it's the

44 Est. hwy mpg **34** EST. MPG

See page 18 for details.



It's quick, it's positive, it's standard.

Mazda edge that the automotive writers were so enthusiastic about.

Fit and finish. Mazda's obsession with quality is not only seen in the craftsmanship, but in the quality of design beneath every detail.

Example: the doors.

Note the outer "handle within a handle" construction, how easily it works. Now close the door and listen as it latches quietly with a solid "chunk." Metal has not clanged on metal, because heavy seals cushion the perimeter, and a nylon wedge quietly guides the door home to its catch. It's the sound of bigger, far more expensive cars.

Custom value: outstanding. The Custom 3-door hatchback holds that distinction for its remarkable equipment and features—you'll be amazed at what's inside. So turn the page and see.

Our lowest-priced GLC. (Red car below) Good looks, technical sophistication, and many extra-value features: Electric rear window defroster. Side-window demisters. Flip-out rear side-windows. A locking fuel filler door. Trip

odometer. Reclining front bucket seats—the passenger's seat moves up so rear passengers can get in, then remembers to move back a pre-set position. Fold-down rear seatback. Even wall-to-wall felt carpeting. And more on page 19.



GLC 3-door hatchback above, GLC Custom version below.



A look inside GLC Custom: "...The area that really sets the GLC apart...a unified setting that's a cut above its competitors."

Road & Track

Our hatchback began with more space—9 cubic feet more than a Rabbit, 13 more than a Civic, according to 1981 EPA data.

But the cheer you hear from your back seat passengers—the headroom, legroom and uncramped comfort they enjoy are surprising delights in a car this size. And it has been ingeniously achieved without sacrifice up front: GLC

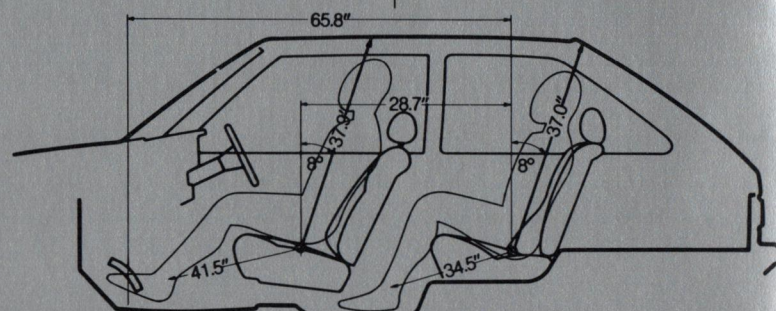
also has more headroom and legroom there than most cars its size.

Expandable trunk trick. Here too, GLC started with more space than most hatchbacks—then compounded its advantage with rear seatbacks that fold down, which more than doubled its capacity to an amazing 27.7 cubic feet. You can actually carry skis or other extra-long objects

inside—a remarkable feat for a car this size. And for 1982, GLC Custom tops off its cargo area with a luggage cover (picture 3) that shields its contents, raises and lowers with the hatch, and is easily removed when

you need maximum space for bulky cargo. **"...an unusually long list of standard luxuries..."**

Car and Driver Start with the upholstery (1). Many comparable cars



Remarkable room—especially in the back seat.

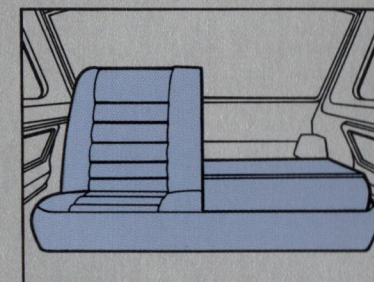
offer only all-vinyl, or maybe cloth-and-vinyl at extra cost. GLC Custom offers fabric upholstery at no extra cost.

The driver's control center (2) includes a resettable trip odometer, twin "smart stalks" to bring seven driving functions close at hand, side-window demisters, plus a coin cache and parcel shelf within easy reach.

A remote-control driver's sideview mirror (4), electric rear window defroster (5) and flip-out rear windows (6)—these are Custom touches that are not available, or cost extra, on some of the competition.

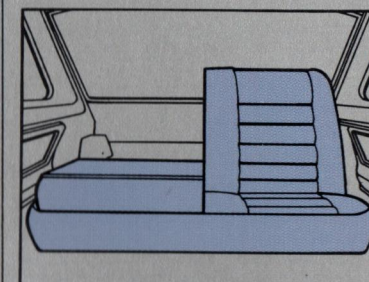
The front bucket seats (7) recline, of course, and a day/night rearview mirror (8) is standard, too.

Mazda's 4-speed manual transmission is standard on the Custom 3-door hatchback; and you have a 5-speed overdrive and fully automatic transmission (9)



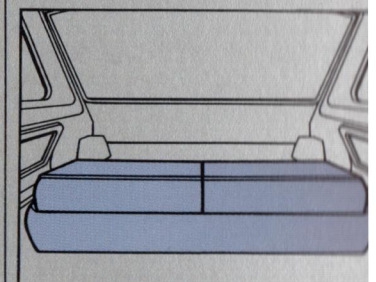
Fold down one seatback...

as optional choices. **There's more, of course.** Mazda's product planners were determined to make GLC a new standard in value as well as technical sophistication; so they developed a consortium of features which make GLC Custom an unusually

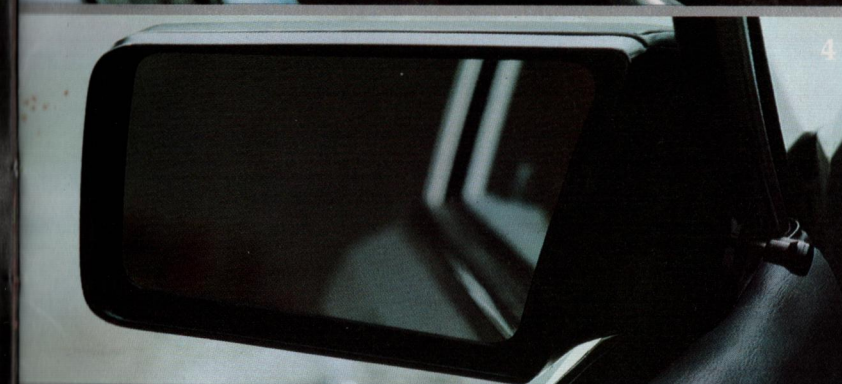
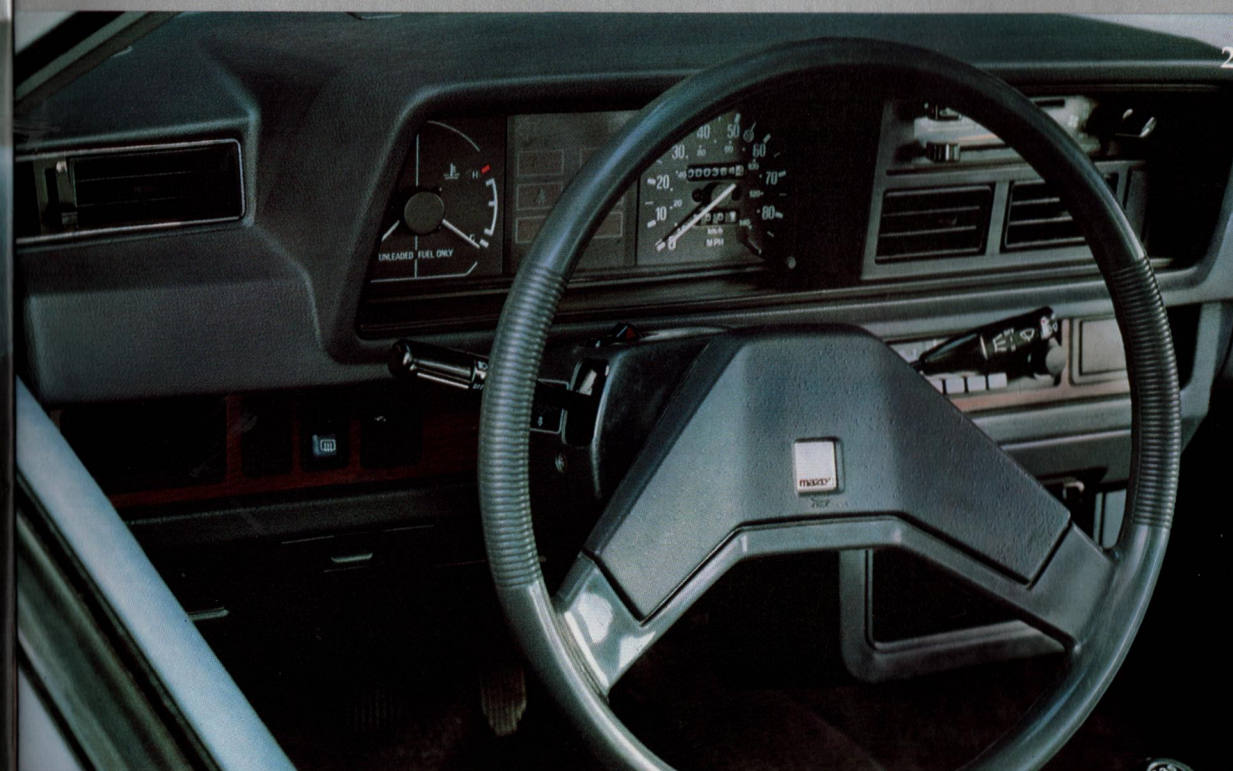


or the other...or both...

enjoyable car in which to travel. Their master list includes all of these: Tinted window glass • Cut-pile carpeting • Acoustic insulation under hood • Padded front arm rests • 155SR13 whitewall steel-belted radial tires • And much more, listed on page 19.



for expanded cargo space.



GLC Custom L: Lots of extra features or... "a little jewel. Its fit and finish scream 'Quality.'"

Car and Driver

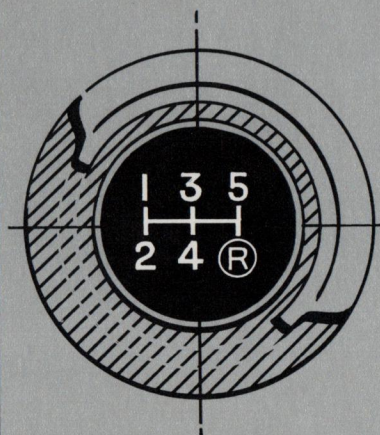
Mazda has dedicated the GLC Custom L to those who can't get enough of a good thing. With the prospect of great gas mileage and very sporty performance, you might as well have all the advantages you can.

And the Custom L 3-door hatchback delivers handsomely. First, a gas-saving 5-speed overdrive is standard, to give you maximum economy at cruising

speeds. Then Mazda adds a rear window washer/wiper and intermittent-action front wipers as further practical touches.

A dozen more delights.

The Custom L has handy map pockets in the doors, and dual overhead map lights, so you can read your maps at night. The doors also have deluxe padded armrests with integral pulls, and carpeting on the lower panels.



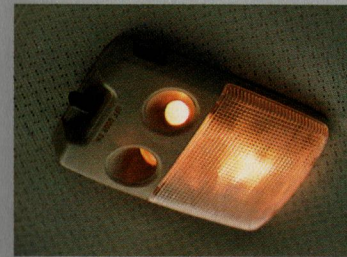
46 Est. hwy mpg **35** EST. MPG

5-speed overdrive and great gas mileage, standard. See page 18 for details.

There's a soft-grip steering wheel and gear shift knob, and a mini-console. You'll find a brake-lights-out warning light and a new digital quartz clock on the dash.

On the floor by the driver's seat there's a remote hatch release, and a cargo compartment light goes on automatically when the hatch is raised. Finally, the passenger's sun visor is fitted with a vanity mirror.

Notice the "ducktail." All GLC hatchbacks have it, but this view of the Custom L shows it especially well. It's subtle, there at the hatchpoint of the roofline.



Pilot, co-pilot maplights, too.

Aesthetically, it could have been larger, smaller, or eliminated completely. It is, however, exactly the way it is because of aerodynamic efficiency—it helps cleave the cleanest possible airfoil. **The "quiet one."** The clean airfoil becomes one of many ways Mazda engineers have

succeeded in hushing many of the contributing factors to small-car noise.

GLC's sophisticated 4-wheel independent suspension also has had quieting effects on road noise. And extra acoustic measures throughout the body were taken to insulate you from mechanical sounds



Digital quartz clock for the L.

and vibrations.

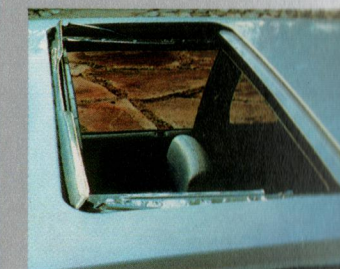
Furthermore, no less than seven different sources of engine noise were reduced in the development of the present GLC engine.

As a result, the front-wheel-drive GLC is indeed a quieter car than its rear-drive predecessor. In a world where every single reduction of one decibel is hard-won but easily lost, today's GLC averages over 2 decibels quieter throughout its normal operating range.

There are still other Custom L features listed on page 19, but as you see here, Mazda has found in-

gratiating ways to add further creature comforts to the awesome array already yours in the Custom mode.

There is also a special Custom L option: a retracting crank-operated sunroof that is beautifully engineered and easy to open and close whenever you like.



Sunroof option available.



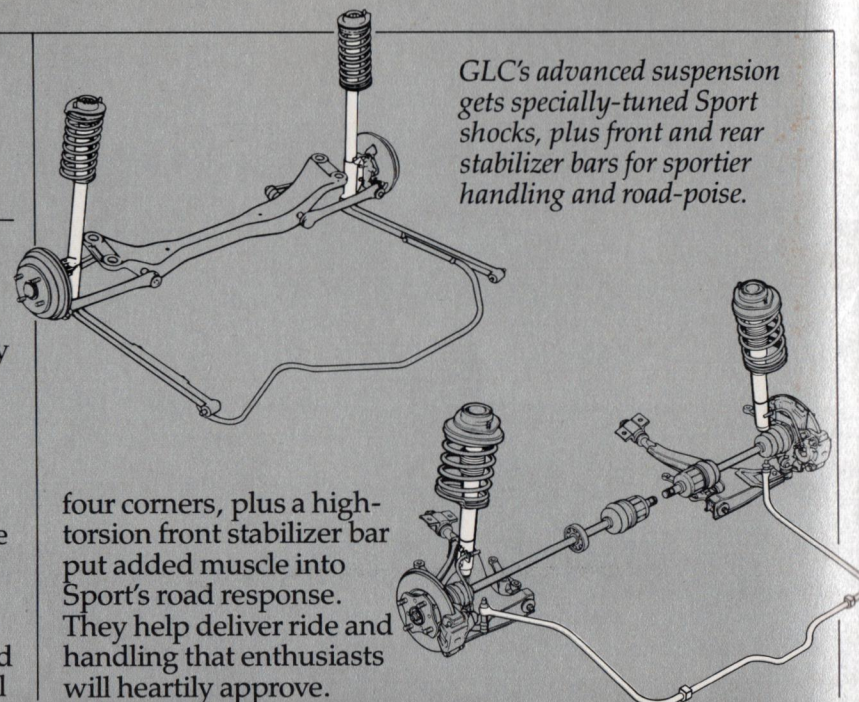
GLC Sport: A special suspension package and an aluminum wheel option now make it even sportier.

GLC's technical sophistication has moved it so far into the sporty performance realm that Mazda product planners couldn't help going all out to create this special edition Sport for incurable car buffs.

Just one look draws the eye instinctively to the new optional aluminum wheels. Their high-tech design and precision craftsmanship lend authority to the Sport's road-ready look—and

they're extra wide to fit the 175/70SR13 blackwall steel radials which are standard on the Sport. Together, they signal to car enthusiasts that this car is indeed something special.

A sportier suspension. For extraordinary road-holding performance to live up to its looks, Mazda engineers have given the '82 Sport a special suspension all its own. Newly calibrated high-resilience shocks at all



Dechromed, as you like it. Grille, window frames, body center post, headlamp frames, bumpers, body rocker panels, and the hatch moulding all have been blacked out. And the body gets an extra-wide black side moulding. Black splash guards are at all four wheels. A remote-control wing-type sideview mirror is added to the passenger's side. And the halogen headlamps are standard to give a whiter, brighter highbeam throw.

And that's just what happens on the *outside* to make GLC Sport a unique personality in the economy

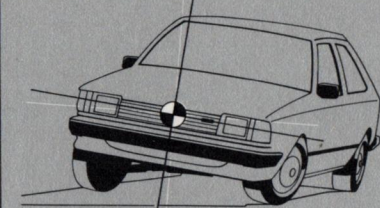
car field: Potent. Smart. And understated.

A willing machine. Sport's special suspension and extra-wide radials only supplement the outstanding capabilities of GLC's basic state-of-the-art engineering. When you feel it crisply carve a corner with impressive front-wheel-drive traction, you'll realize what a willing machine you have. That's also when you'll appreciate GLC's very low unsprung weight

46 Est. hwy mpg **35** EST. MPG

A thrifty, sporty car. See page 18 for details.

Low center of gravity, unique self-compensating rear suspension help GLC keep firm footing in tight turns.



factor and its very low center of gravity. Its roll angle is only 2.6° at 0.5g lateral force, which helps keep GLC remarkably flat in its tracks on curves and turns.

With its responsive 1.5-litre engine and precise,

positive shifting, we think you'll find GLC Sport ideal for the serious driver who also happens to need a lot of car for modest money.

So all that remains is for you to take a test-drive in a GLC Sport.



GLC Sport goes so far beyond economy-car tradition it may embarrass cars twice its price.

Even its remarkable fuel economy (shown previously) and its zesty performance, GLC Sport stands unique among economy cars of modest price. But now look the lengths to which Sport goes for your special accommodation:

Specially designed front bucket seats, more firm and fully contoured, impeccably colored with special patterned inserts (picture 1).

A driver's seat with seat

angle adjustment, as well as adjustable back.

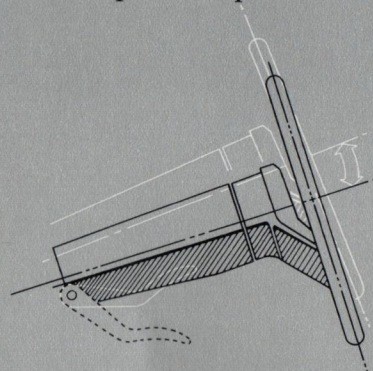
A tilting steering wheel with continuous adjustment within its range.

Lounge-type front armrests, plus convenient map pockets in the doors (1).

A special interior treatment, with coved rear lounge seats, adjustable-angle seatbacks and integral headrests, plus integrated armrests (5).

There is only one:

The Complete GLC Sport. Its standard equipment includes all of the above and a good deal more: Special 4-spoke soft-



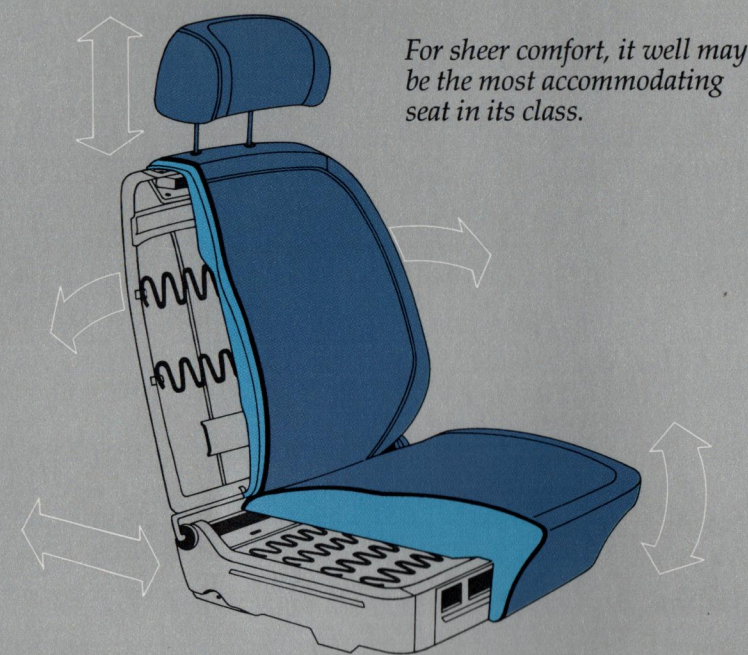
The Sport tilt wheel. An "extra" in other cars—when you can get it—but not in our GLC Sport.



Passenger's-side mirror is standard on Sport.

grip padded steering wheel (2) • Tachometer • Digital quartz-movement clock • Illuminated cigarette lighter • Dual remote-control sideview mirrors • Rear window washer/wiper (3) • Dual map lights and interior light (4) • 5-speed overdrive

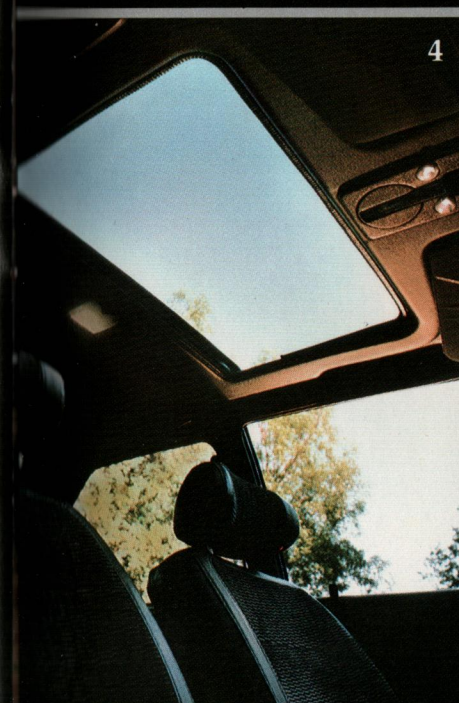
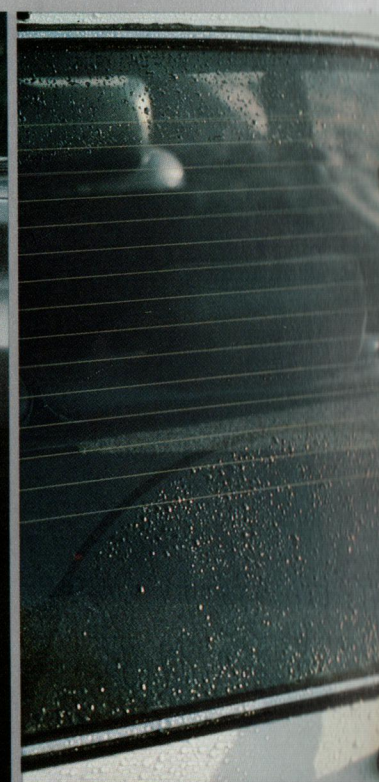
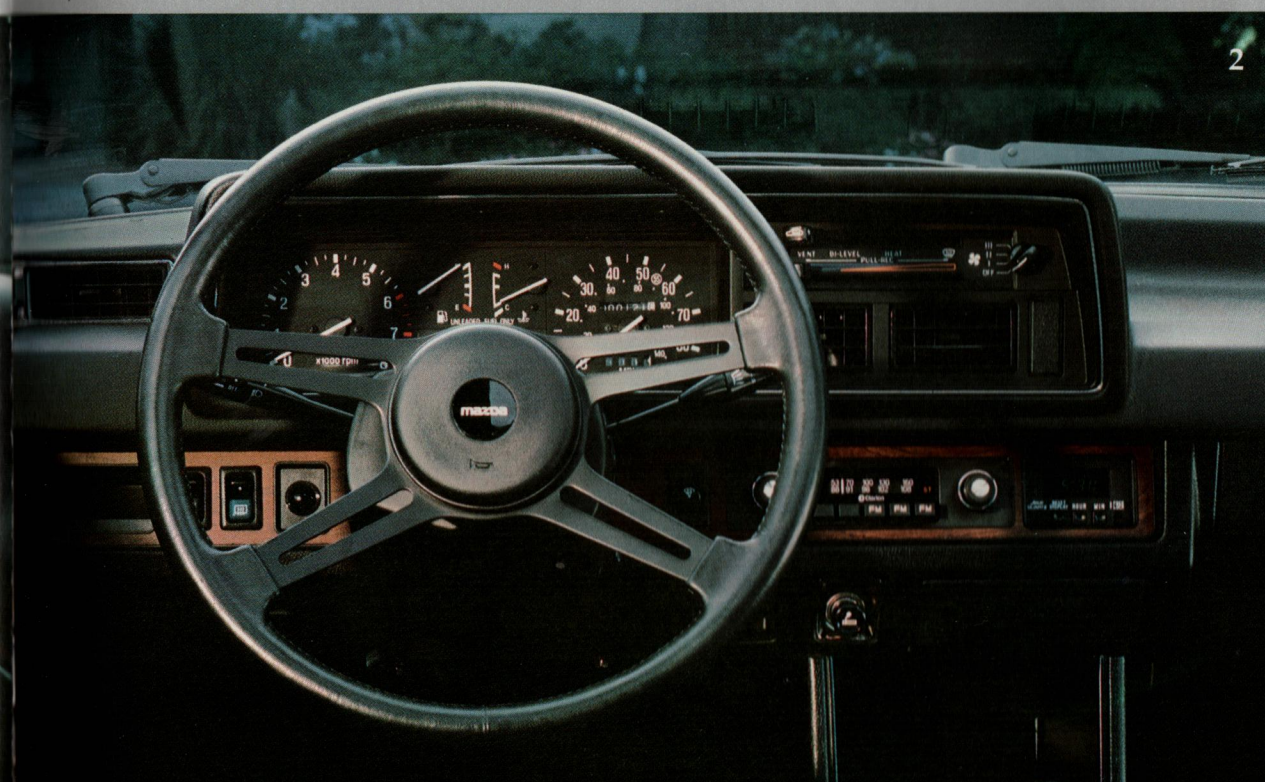
manual transmission • Full console with storage wells • Storage pockets on front seatbacks • Cargo area cover • Cargo area light • Remote hatch release • Halogen headlamps • Dual horn • Extra-wide 5J steel wheels • Special Sport wheel covers • 175/70SR13 blackwall steel-belted radials • Front and rear splash guards • Day/night rearview mirror • Vanity mirror on right sun visor • Rear seat heat duct • Extra-wide black body side mouldings • Black-out treatment of grille, window frames, body center post, headlamp frames, bumpers, body rocker panels and



For sheer comfort, it well may be the most accommodating seat in its class.

hatch moulding • Plus other features mentioned for Custom and Custom L. **Expensive cars may blush.** GLC Sport is so complete, in fact, there are just a few options to consider, including aluminum wheels, the sunroof shown in picture 4, and air conditioning. (No, an automatic transmission is *not* available.)

More to the point, GLC Sport with all its features and all its performance has a price that is remarkably low by today's standards—one that may indeed embarrass cars that are far more expensive.



C's technical sophistication
o comes wrapped in the luxury
d amenities of a four-door sedan.

their hatchback
hren, these new GLC
ns combine the inher-
space and traction
antages of front-wheel
e—plus the perfor-
ice improvements
eved through Mazda's
nical innovations.
In addition, they offer
ommon rear seat space
comfort, plus incred-
trunk space—all
pped up in an elegantly
al sedan look that is

aerodynamically efficient
as well.

Beautifully driveable.
The net result is a sedan
that accommodates four
adults in luxury, drives
sporty, rides smoothly,
handles with uncanny
precision, and wheels a
U-turn in 30.2 feet—a tight
turning diameter few sedans
can boast.

Best of all, the GLC
sedan combines all this
with gas mileage that is

remarkable, even for cars in
its subcompact class.

**Amazing space in the
trunk.** Just looking at the
sedan below, your eye tells
you there's more trunk
space here than in our
hatchbacks. But it isn't until
you open the trunk that
you realize *how much* more
usable space you have.

To begin with, you
discover a trunk that's
deep—almost two feet deep,
in fact, from floor to lid.
Which means you can
stand four or five big suit-

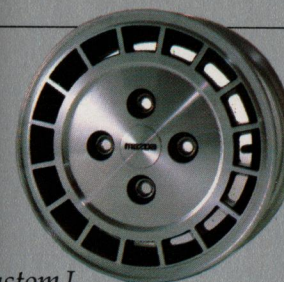
46 Est. hwy mpg **35** EST. MPG
See page 18 for details.

cases on end and still close
the trunk—and still have
room on the left side and
behind for smaller items.
(The compact spare tire
tucks discreetly out of the
way on the right.)

Then you make another
discovery: the rear seat-
backs are split 60/40, and
each side folds down as in



It is amazing, isn't it?



A
Custom L
option.

the other GLCs. Which
enables you to handle ob-
jects up to 5½ feet long,
with front seats forward.

Custom or Custom L.
The Custom has a 4-speed
transmission standard, the
L has the 5-speed over-
drive; the L also offers the
aluminum wheels (above),
extra-wide steel radials

and a sunroof as available
options. Their differences
in accouterments and
options are outlined on the

next page. But far bigger
are their similarities in
offering Mazda quality and
value.

If you prefer sedans,
these GLCs have made the
world of economy cars
bigger—and a lot better.



Above, the GLC Custom Sedan. Below, the Custom L.



inside GLC Sedans, Mazda's innovative space engineering creates incredible room and comfort.

Just one look at picture 1 shows you something sumptuous has happened in the GLC Custom L. And just one look at picture 2 shows you that our lowest-priced Custom sedan interior is plenty sumptuous, too.

In fact, where else will you find so much upscale luxury for your money? Full-width striped velour upholstery on wide, reclining

bucket seats. Cut-pile carpeting. Woodgrained paneling on the instrument panel. Spartan, it certainly is not.

Roomy and comfortable, it is. According to the 1981 EPA interior volume index, no sedan in its size and price range was roomier than GLC. And both front seats provide over seven inches of travel to accommodate the long-legged.



The amazing fold-down seatback trick, exposed.

Still, it is in the rear (6) that Mazda has most dramatically combined creature comforts and space efficiency to create an incredible aura of big-car luxury. Note the high seatbacks, the coved side bol-

sters, and the height of the seat itself. Your passengers can sit up naturally and comfortably, and enjoy knee and legroom unexpected in a car this size.

Unsedanlike talents.

Now look what happens (at left) in those situations when you wish you had a station wagon—you've got one! Because the seatbacks are split 60/40, and they fold down.

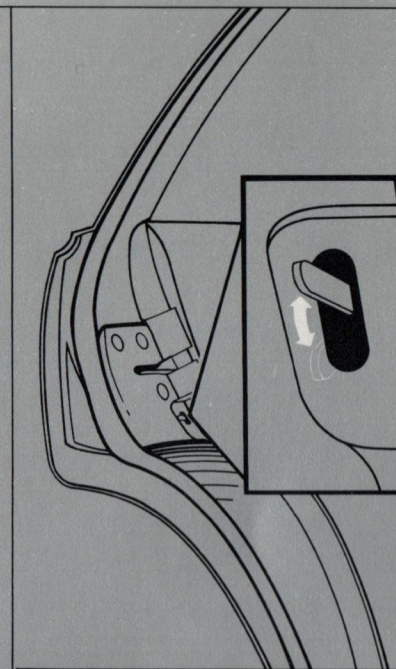
Suddenly you have room inside the car for things that wouldn't begin to fit in a conventional sedan trunk, and still have room for a passenger (7). Or, flip down both seat-

backs and have room for cargo that stretches the imagination.

Innovative door handles.

GLC Sedans have one more feature that parents of young children will particularly appreciate: the inside rear door handles can be deactivated simply by depressing a little lever below the door latch (see right). Even when the inside lock button is up, the door can only be opened from the outside. Return the lever to the "up" position, and the inner door

Press down to deactivate rear inner door lock.



handle operates normally. A thoughtful touch.

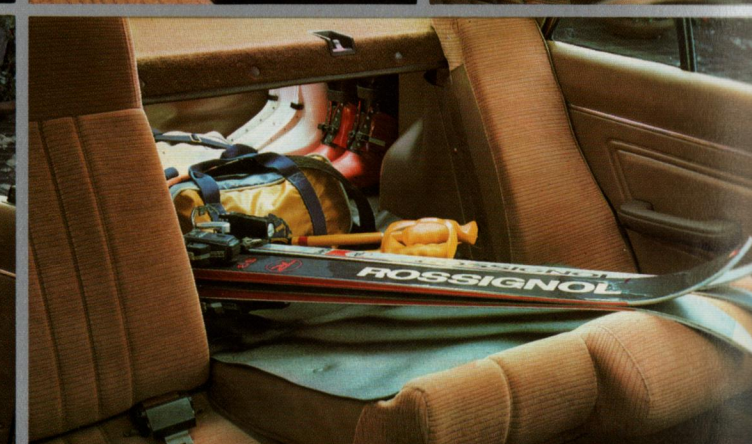
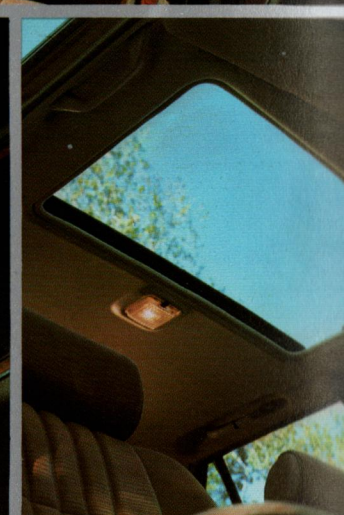
What the "L" gives you.

Among its extra features to be seen in the picture below: (1) Door panels have a combination armrest/doorpull, map pocket and carpeting trim; and the "L" has a full center console. (3) The steering wheel is the soft-grip type and has tilt adjustment, and its clock is now the digital type.

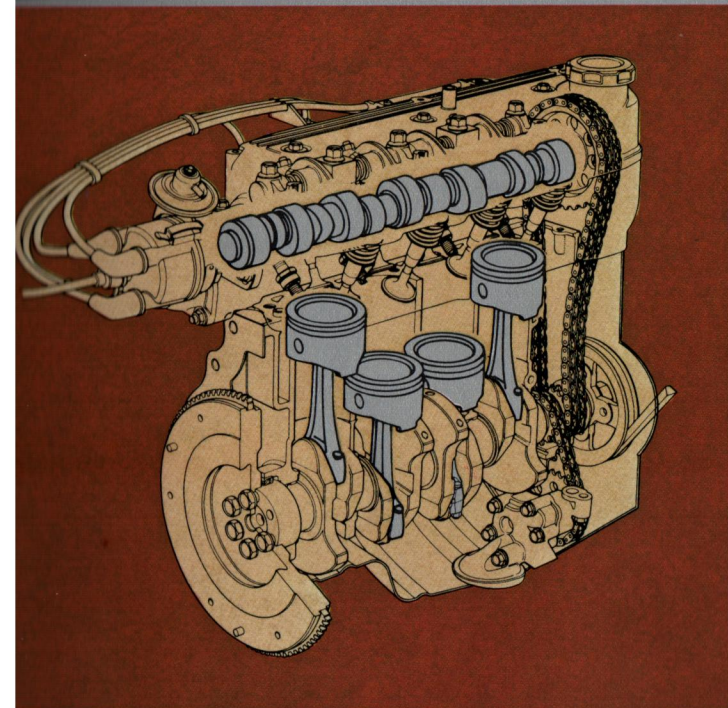
(4) Both sedans offer a fully automatic transmission option, of course, but only the Custom L offers the sunroof (5), aluminum wheels and extra-wide tires as options.

Additional Custom L features not shown here: 5-speed overdrive • Intermittent-action wipers • Remote trunk release • Automatic trunk light • Visor vanity mirror • Overhead map lights and interior light • Body accent stripe. (See page 19 for more.)

A "big-car ride." It almost defies explanation, but the same advanced technology which gives GLC its outstanding road-car characteristics also succeeds in taming unruly roadbeds with less jar to the car. So GLC's sedan posh and comfort even extends to its ride.



ne last look at what makes Mazda's
C a superior front-wheel-drive
conomy car:

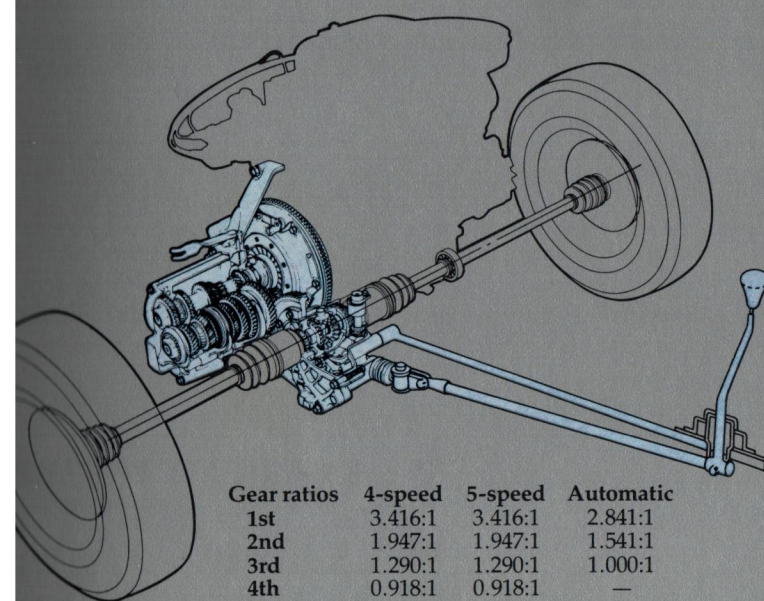


ine. 1.5-litre, 4-cylin-
Crossflow, overhead
n. Lighter, more compact
n its predecessor—yet
lier, more powerful,
eter, freer-breathing,
both running—and
nificantly more eco-
nical.
68 hp at 5000 rpm, 82

lb.-ft. torque at 3000 rpm
(SAE net). 2-stage, 2-bbl.
carburetor, transistorized
ignition. 2-bed monolithic
catalyst Mazda Stabilized
Combustion System. Ther-
mostatically controlled
electric fan. 12-volt elec-
trical system, 45 ampere
hour battery.

6 Est.
hwy mpg **35** EST.
MPG
th 5-speed transmis-
n. EPA estimates for

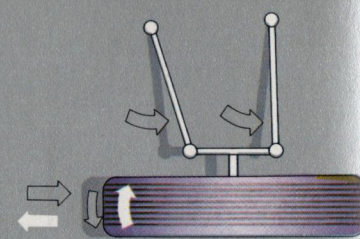
comparisons. Your mileage
may vary with speed, trip
length and weather. Actual
highway mileage will prob-
ably be less.



Gear ratios	4-speed	5-speed	Automatic
1st	3.416:1	3.416:1	2.841:1
2nd	1.947:1	1.947:1	1.541:1
3rd	1.290:1	1.290:1	1.000:1
4th	0.918:1	0.918:1	—
5th	—	0.731:1	—
Reverse	3.214:1	3.214:1	2.400:1
Final	3.850:1	3.850:1	3.631:1

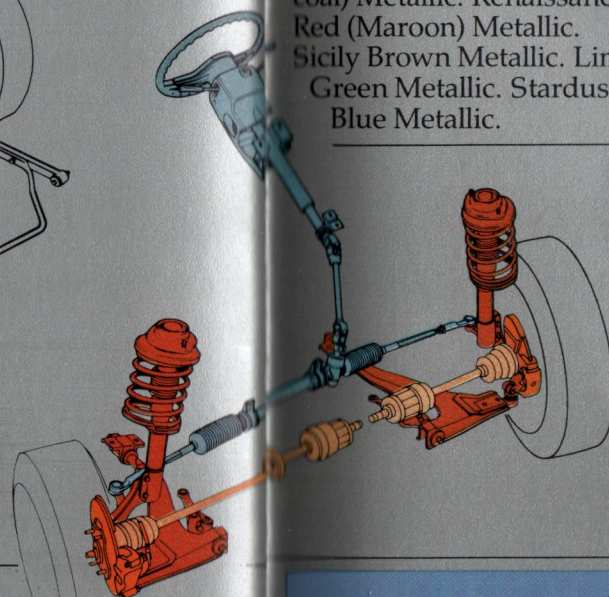
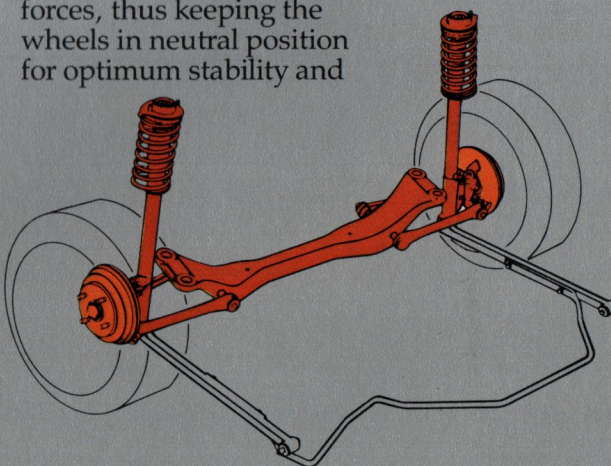
Advanced 4-wheel inde- pendent suspension.

Uncompromising engineer-
ing objectives have created a
near-perfect compromise
between sport road behav-
ior and a smooth ride. GLC's
sophisticated suspension
has struts and variable-rate
tapered coil springs at each
corner; each wheel is free to
adjust to its own immediate
surface. Negative scrub off-
set has been built into the
front suspension, which
helps front wheels stay on-
line, and anti-dive geometry
in the total suspension helps
maintain road-poise in
quick stops. The rear suspen-
sion has a unique patented
self-compensating linkage
to offset natural toe-out
forces, thus keeping the
wheels in neutral position
for optimum stability and



grip in both straightaways
and cornering.

Top all that off with a
rear stabilizer bar, a wide-
track stance and a generous
93.1-inch wheelbase—what
you have is a roadholder
that delights in esse-
curves and switchbacks,
yet pampers you with its
smooth, civilized ride.
Track: 54.7 in. front, 54.9 in.
rear. GLC Sport adds a front
stabilizer bar and firm-
shock absorbers.



Transmission. Mazda's
advance-design front-
wheel-drive transaxle has
been hailed by automotive
writers as a key element in
GLC's outstanding perfor-
mance. Carefully selected
gear ratios aid brisk accel-
eration, and an integral shift-
gate helps provide precise
and positive shifting. An
ingenious parallel-linkage
system contributes to mak-
ing GLC shifts unusually
quick, sure and easy. Low
viscosity oil is used; the
clutch is progressive and
low-friction.

Tires/ wheels.

6.15 x 13
blackwall bias ply; 155SR13
steel-belted whitewall radi-
als for Custom and Custom
L models; 175/70SR13
blackwall steel-belted radi-
als for Sport. 4 1/2 x 13
styled steel wheels with
plated center caps; 5J x 13
with full wheel covers for
Sport. Compact spare tire,
all models. Aluminum road
wheels option available for
Sport and Custom L Sedan
only (requires 175/70SR13
tires).

**Rack-and-pinion steer-
ing.** Mazda engineers "re-
invented" the system in a
more sophisticated form to
achieve surprisingly light,
quick and precise steering
without the torque-steer
interference often experi-
enced with front-wheel
drive. 3.6 turns lock-to-
lock; turning diameter, 30.2
feet—one of the tightest
around.

Brakes. Power-assisted
front disc and self-adjusting
rear drum system. 7-inch
vacuum servo power unit.
Dual diagonal hydraulic
circuits assure over 50%
braking power if one circuit
fails. Parking brake mechan-
ically activated on rear
wheels.

Exterior colors. Formula
White. Calm Beige. Sunrise
Red. Sunbeam Silver Me-
tallic. Tornado Silver (Char-
coal) Metallic. Renaissance
Red (Maroon) Metallic.
Sicily Brown Metallic. Lime
Green Metallic. Stardust
Blue Metallic.



GLC Standard Equipment

3-Door Hatchback:

Front-wheel drive • 4-speed
manual transmission
• 1.5-litre (90.9 cu. in.) OHC
engine • Power-assisted
brakes, front disc, rear
drum • Rear stabilizer bar
• 6.15 x 13 blackwall bias-ply
tires • Compact spare tire
• Styled steel wheels with
plated mini-cap • 2-speed
wipers and washers • Side-
window demisters • Electric
rear-window defroster
• All-vinyl upholstery
• Reclining front bucket
seats • Passenger's-seat-for-
ward control with pre-set
position return memory
• Adjustable front head-
rests • Fold-down rear seat-
back • Rear center ashtray
console • Swing-out rear
quarter windows • Locking
fuel filler door • Body side
moldings • Glove compart-
ment • Resettable trip
odometer • Flow-through
ventilation • Felt carpeting
• Dome light • Remote-con-
trol driver's sideview mirror
• Energy-absorbing steer-
ing column • Splash shields
(plastic front fender liners)
• Rear stone guards • Front
splash guards • Chip-resis-
tant rocker panel coating

• Black-painted bumper
• Bright radiator grille
• Painted windshield
moulding • Color-keyed in-
side-door and window
handles.

Custom Hatchback:

In addition to or replacing
equipment on base model:
Tinted glass • Hood sound
insulation panel • 155SR13
whitewall steel-belted
radial tires • Bright bump-
ers with rubber strips



• Bright mouldings • Wide
body side mouldings • 50/50
split fold-down rear seat-
backs • Cloth-and-vinyl
or all-vinyl upholstery
• Cargo-area cover • Nylon
cut-pile carpeting • Full
door trim • Bright door and
window handle accents
• Parcel shelf • Day/night
rearview mirror • Passenger
assist grips (1 front, 2 rear)
• Padded door armrests
• Cigarette lighter • Coat
hook • Woodgrained in-
strument panel trim.

Custom L Hatchback:

In addition to or replacing
equipment on Custom
model: 5-speed overdrive
transmission • Windshield
wipers with intermittent-
action feature • Rear-win-
dow washer/wiper • Soft-
grip 2-spoke steering wheel
• Soft-grip gearshift knob
• Mini-console • Digital
quartz clock • Remote-con-
trol hatch release • Cargo
compartment light • Dual
overhead map lights • Door
map pockets • Brake-lights-
out warning light • Rear-
seat heat duct • Vanity mir-
ror • Padded front armrests
with integral door-pulls.

Sport Hatchback:

In addition to or replacing
equipment on Custom L
model: Special interior
treatment with patterned

velour upholstery • Spe-
cially contoured reclining
bucket seats • Special Sport
suspension • Padded 4-
spoke steering wheel with
tilt adjustment • Tachom-
eter • Full console • Fabric
door trim • Driver's seat-
angle adjustment • Dual
remote-control sideview
mirrors • Storage pockets
on front seatbacks • Adjust-
able-angle rear seatbacks
• Halogen headlamps
• 175SR13 blackwall steel-
belted radial tires • Full
wheel covers • Blackout
bumpers and body trim
• Extra-wide body side
mouldings • Front and rear
splash guards • Dual horns.

Custom Sedan:

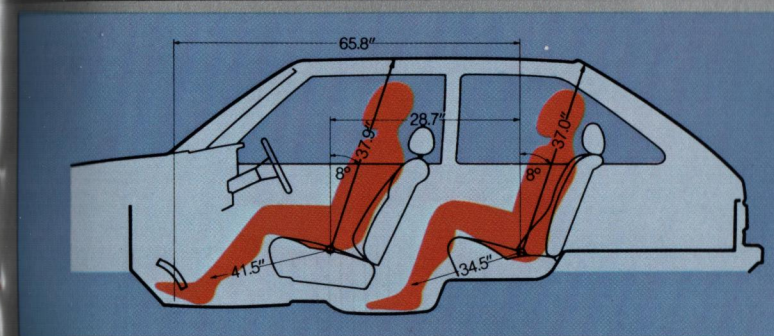
In addition to or replacing
equipment on Custom
Hatchback: Full-width
striped velour upholstery
• Padded, coved rear-seat
bolsters • Rear seats with
integral headrests • 60/40
split fold-down rear seat-
backs • Rear door inside
handle deactivators • Roll-
down rear door windows
• Cargo-area cover is deleted.

Custom L Sedan:

In addition to or replacing
equipment on Custom L
Hatchback and Custom
Sedan: Tilt steering wheel
• Body side pin striping
• Rear-window washer/
wiper is deleted.

Comparisons and magazine
evaluations of Mazda prod-
ucts and other vehicles in
this catalog are based on 1981
competitive specifications,
features and tests. For 1982,
they may be different or
changed from time to time.

Availability of specific op-
tions varies by geographic
location, and may be avail-
able only in combination
with other options. Also,
specific combinations of
colors, interiors, equip-
ment, 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
or options. Some equip-
ment in this brochure is
optional at extra cost.



Dimensions: Overall
length, 159.1 in.; sedans,
166.8 in. Width, 64.2 in.
Height, 54.1 in. Ground
clearance, 6.1 in. Fuel tank
capacity, 11.1 gal. Curb
weight, 5-speed equipped:
hatchbacks 1900 lbs., sedans
1945 lbs. With 4-speed,
subtract 10 lbs.; with auto-
matic, add 20 lbs.; with air

conditioning, add 55 lbs.
**Interior dimensions
(inches):** Front/Rear:
Headroom, 37.9*/37.0. Leg-
room, 41.5/34.5. Shoulder
room, 52.0/52.0. *With
sunroof, subtract 1.4 in.
Sedan trunk room, 13.6 cu. ft.
Hatchback cargo room,
9.6 cu. ft., 27.7 cu. ft.
with rear seatbacks down.

1918

The more you look, the more you like.



mazda