

1983 Mazda 626





Challenges met and mastered: The new-generation Mazda 626.

In creating ever-better automobiles to meet the needs of the future, the automaker faces a quandary of challenges:

To achieve harmony between needs for greater performance and fuel economy...

Between road handling and passenger comfort...

Between innovative design and production feasibility...

Between sophisticated technology and basic affordability.

Achieving harmonious compromises between such conflicting objectives is a feat of engineering virtuosity.

To master them all—without compromise—qualifies as an historic technological triumph.

Yet from its inception, the new-generation Mazda 626 has been aimed to be nothing less.

Let the new 626 now find its place among the outstanding road cars of the world.

Mazda's no-compromise philosophy creates innovations in virtually every area of 626 engineering.

To assure that the new 626 would be superior in every aspect of road car performance, Mazda engineers first established overall vehicle performance objectives then meticulously engineered each component to meet exacting requirements. There would be no room for compromise or "off-the-shelf" componentry.

The result is a 626 abounding in innovations,

large and small, which synergize into a total driving machine that is beautifully balanced in its overall behavior on the road. Aggressive in its acceleration and command of the road. Wonderously efficient in its weight savings and fuel efficiency. Expansive in its space and comfort. As refined an automobile for the Eighties as Mazda ingenuity could produce.

1. Aerodynamic design: Tapered hood, rounded corners and smooth lines contribute to a remarkably efficient airfoil that cheats the wind and lessens wind noise. Incredibly, the coupe achieves the drag coefficient of our RX-7: 0.34; the touring sedan has 0.35; and the sedan, 0.36.

2. Engine cooling system: In addition to improved water jackets for each cylinder and an integrally mounted water pump, the radiator has

special soft mountings which enable it to function as a dynamic damper to offset engine vibration at low rpms.

3. All-new transverse engine: Efficient square bore/stroke 2-litre design, with fewer moving parts, 57 lb. less weight, 20% less friction, and 4 decibels quieter than its predecessor at 4000 rpm with full

throttle. Its high power-to-weight ratio raises 626 top speed above 100 mph, chops 0-to-50 down to 8.0 seconds, yet improves EPA estimates to the levels you see here.

41 Est. hwy mpg **29** EST. MPG

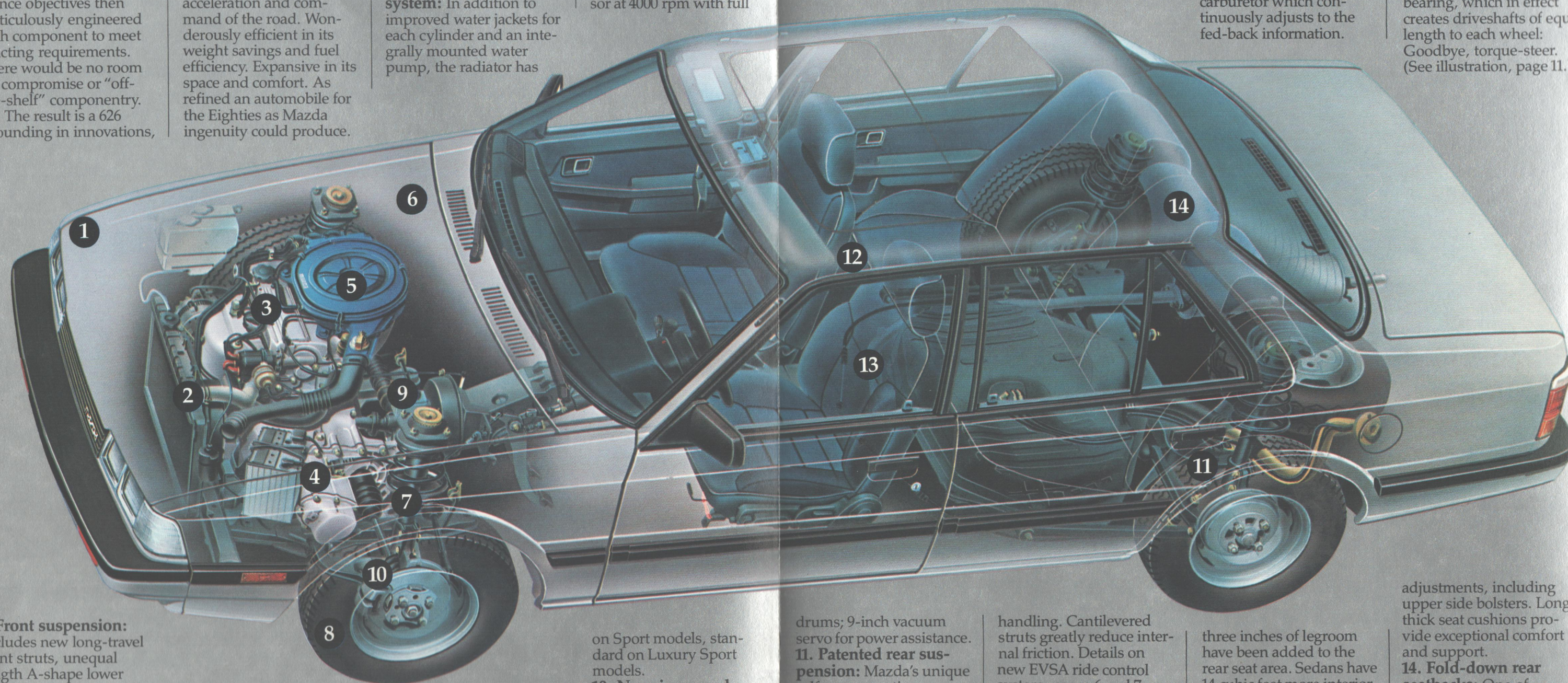
See page 28 for details.

4. All-new transaxle: Utilizing the principles—but none of the parts—of the state-of-the-art GLC design, 626's transaxle is expressly designed for high performance, crisp and quick shifting, and quick acceleration through the gears. New fine-mesh, fine-pitch gearing, adjustable-change shift-gate, and

Mazda's ingenious direct linkage with parallel support rod, help provide easy yet sporty gear changes. **5. Computerized fuel system:** New closed-loop fuel system employs multiple sensors to monitor engine functions, a microchip computer to analyze the data, and an electronically controlled carburetor which continuously adjusts to the fed-back information.

Result: a precise fuel-air mixture for optimum fuel economy and driveability in every weather and driving condition.

6. Driveline center bearing: Offset transaxle power output creates a torque-steer in many front-wheel-drive cars—but the new 626 neutralizes it with a driveline center bearing, which in effect creates driveshafts of equal length to each wheel: Goodbye, torque-steer. (See illustration, page 11.)



7. Front suspension:

Includes new long-travel front struts, unequal length A-shape lower arms, negative scrub offset, anti-dive geometry, and stabilizer bar—and even the shock absorbers have their own shock-absorbant mountings to soak up the last vestiges of road shock, even under heavy loads.

8. Wide-track road grip:

With new, 14-inch steel radials, a wider track exceeding 56 inches, front and rear, plus very low unsprung weight, the new 626 is ideally designed for command of the road.

9. Rack-and-pinion steering:

Sophisticated tapered bearings minimize free play and maintain road feel even in the centerline position. 33.5-foot turning diameter. Power steering optional

on Sport models, standard on Luxury Sport models.

10. New, improved brakes:

Dual diagonal hydraulic circuits with double proportioning bypass valves are the basis of the 626's extraordinarily stable braking capability. Front disc swept area, 181 sq. in.; self-adjusting rear

drums; 9-inch vacuum servo for power assistance.

11. Patented rear suspension: Mazda's unique self-compensating geometry employs trapezoidal twin links plus long radius trailing arms to maximize roadholding qualities and offset toe-out forces. Rear stabilizer bar, low roll camber help maintain road grip and improve

handling. Cantilevered struts greatly reduce internal friction. Details on new EVSA ride control system, pages 6 and 7. **12. New passenger room:** 626 sedans have more than an inch more headroom and legroom up front, over three inches more hip and shoulder room than before. Over an inch of headroom and

three inches of legroom have been added to the rear seat area. Sedans have 14 cubic feet more interior space than last year. **13. New-design bucket seats:** New 6-way adjustable "hi-tech" design incorporates many features of the costly aftermarket seats. Luxury model driver's seat has 10

adjustments, including upper side bolsters. Long, thick seat cushions provide exceptional comfort and support.

14. Fold-down rear seatbacks: One of Mazda's handiest special features, according to 626 owners. Fold down one or both sides, and your 626's now-bigger trunk can swallow skis, a bicycle, or a myriad of other long, bulky objects.

A new international standard of technical sophistication in road-car engineering.

While Mazda's original 626 was receiving rave reviews from automotive critics and enthusiastic buyers, a new Mazda task force faced a still greater challenge:

To create a successor which would be far superior to the original in every facet of performance and driver satisfaction—and a true world-class road car. **Zero-base engineering.** Mazda's people would begin with no preconceptions, no restrictions. Nothing but incredibly high criteria for every element, plus a firm no-compromise policy in reconciling divergent parameters.

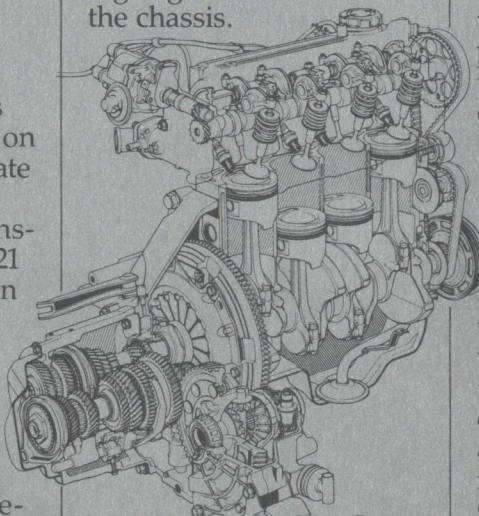
Development teams began exploratory work on literally dozens of separate prototypes, each with a different engine and transmission configuration. 21 different rear suspension systems from the premium cars of the world were analyzed and evaluated to perfect the one best system for 626.

Soon, dynamic vehicle concepts were being transformed into finite engineering executions—a spectacular machine was taking form and substance:

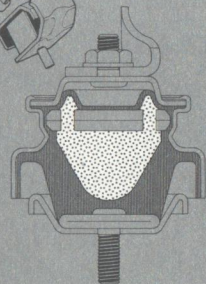
- In front-wheel-drive configuration, 626 would expand its interior room—at least 11 cubic feet more than before—to carry five people in spacious comfort.
- The new 626 would be offered as a coupe, sedan—and as a touring sedan with *coupe* sleekness, *sedan* convenience, and *station wagon* versatility.
- Drag coefficient for the coupe would actually achieve the enviable level of the slippery RX-7: 0.34!
- It would have handling

precision and roadability to rival the world's best performing rear-drive cars. **Cultured pearls of design.** Noise and vibration are symptoms of stress, friction and energy loss—so *quiet* became a major criterion in improving the machine.

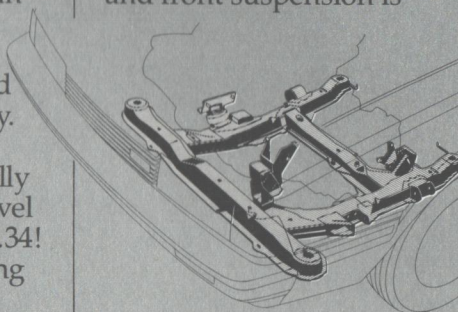
Item: The potent new square-design engine is remarkably smooth, quiet and efficient throughout its range. Nevertheless, a new liquid-filled main engine mount was designed to literally *float* the engine in place, isolating engine vibration from the chassis.



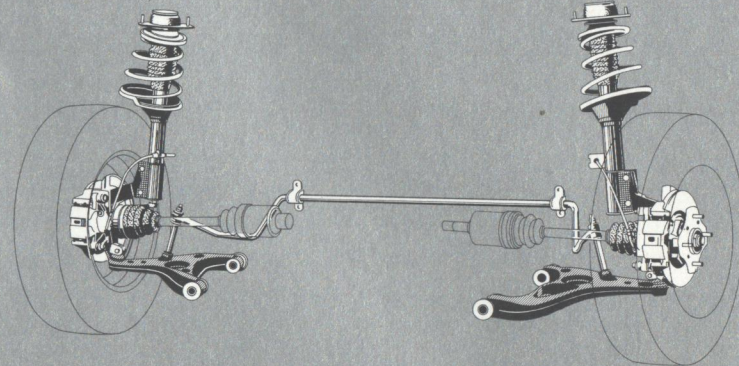
New liquid-filled engine mount.



Item: The sub-frame for support of the engine and front suspension is



usually bolted to the body's front wall—creating a conduit for road noise and vibration to the passenger compartment. Mazda's zealous engineers developed ingenious coupling joints swathed in rubber to firmly secure sub-frame to body, yet isolate road noise and tremors.



Where rubber meets road. Perhaps the most dazzling array of innovations is found in the suspension and steering—the areas most critical to a driver's mastery of the road:

- A quirk too often found in front-drive cars is unequal handling response in turning left and right. Inventive Mazda engineers eliminated this unacceptable behavior with lower control arms that are *unequal* in length, creating *equally* sensitive and precise handling response—to left and right.
- New front suspension bushings (patent applied for) provide firm lateral support and compliant fore-aft action—another no-compromise victory.
- A custom-engineered version of the patented Mazda Twin Trapezoidal Link rear suspension neutralizes road forces to create true tracking in corners and straightaways.
- A new rack-and-pinion steering that is smoother and more precise than the previous type.

A world first in ride. As Mazda engineers deftly melded improvements in ride with improvements in handling, Mazda mar-

ket research uncovered a new dichotomy: 626 *coupe* owners expected all-out handling capability for serious driving, while *sedan* owners preferred a balance of sporty handling and ride smoothness.

Solution: A unique Electronic Variable Shock Absorber (EVSA) suspen-

sion system for 626 coupes and new Touring Sedan. It allows a soft boulevard ride, a stiffer front suspension above 50 mph for road handling and sway control, or a full sports suspension at all four corners—at your command.

Final world-wide testing. After 2½ years of endless development, testing and refining, a fleet of 626s was sent out into the real world. Over brutal cobblestone streets in Belgium. The Autobahns of Germany. Swiss Alpine switchbacks. Numbing Canadian winters. And dust-choked Australian Outback summer heat. Lessons learned here produced exhaustive fine-tuning over every inch and every component, finally achieving the ultimate objective:

A true world-class road car for the Eighties in driveability, comfort, quality and owner satisfaction.

Now lift the cover-fold for a guide to the technological credentials of the triumphant Mazda 626.

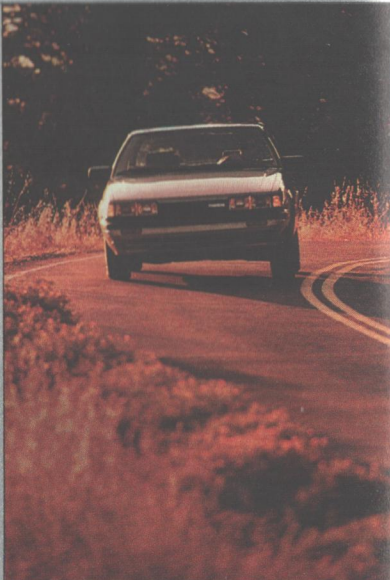


Welcome to the private world of 626—extraordinary driving is the only thing taken for granted here.

One look at the Luxury Touring Sedan's instrumentation tells you, this encounter is *not* with a commonplace automobile. A dazzling array of toggles, buttons, knobs and dials lies before you, ready for your commands. Clearly, this will take some getting used to. No matter—within minutes,

the ergonomics of this machine will be mastered—then you'll wonder how you've put up with all those other cars for all these years. **Ultimate command post.** Flanked right and left of the adjustable tilt wheel are control nacelles and smart stalks which bring driving functions

within a finger's reach. Below the left nacelle are controls for the side-view mirrors, rear window wiper/washer—and the control buttons for EVSA (Electronic Variable Shock Absorbers). **How EVSA magic works:** Each shock absorber has two settings, for soft or stiff damping characteristics. In NORMAL mode, all four are set for a soft boulevard ride. In AUTOMATIC mode, they all stay soft until 50 mph, when an electronic sen-

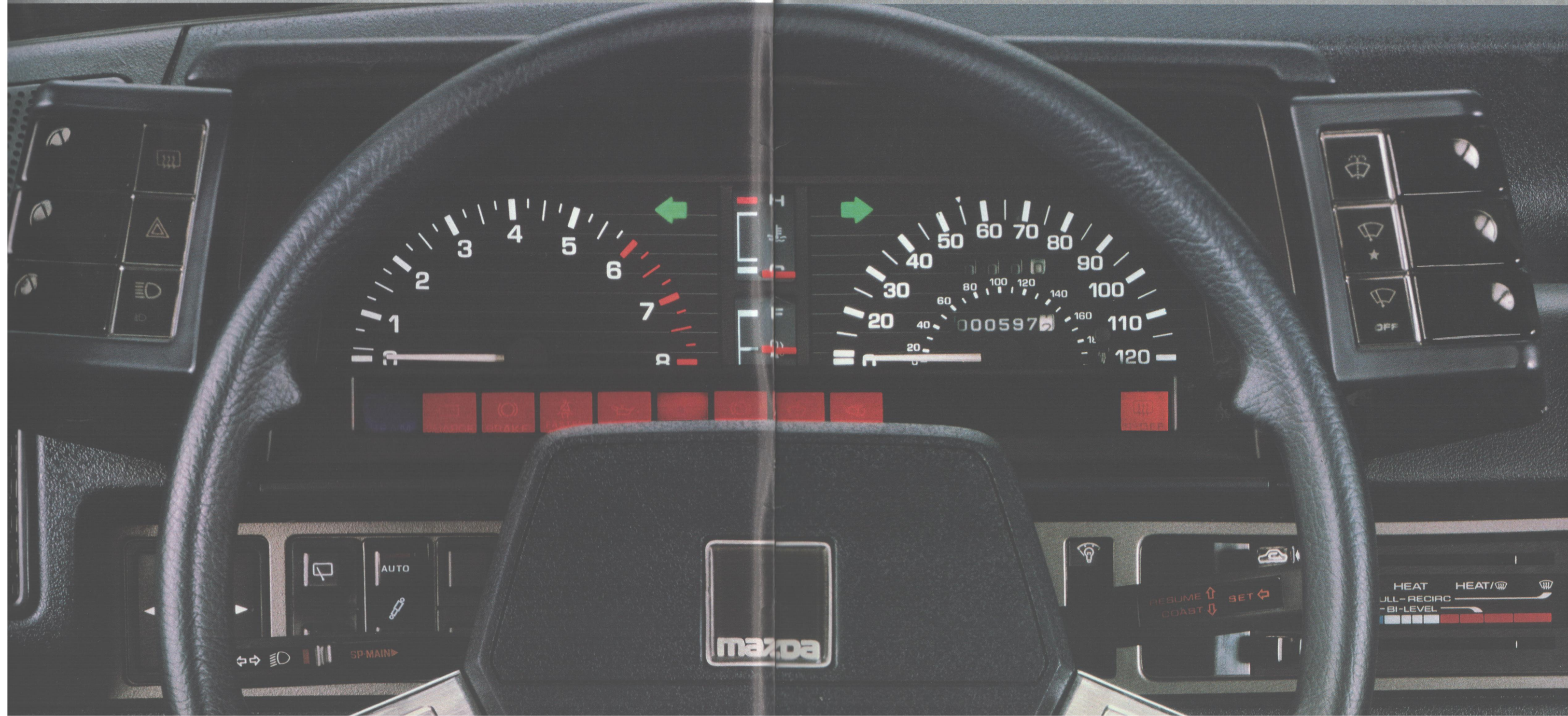


sor stiffens up the front shocks for greater stability and sway control at cruising speeds. In SPORT mode, all four corners are firmed up so you can get down to the business of performance driving. No car in the world has ever given you such effortless control of the ride—with a mere touch of a button. **The Mazda philosophy:** 626 owners may or may not find many opportunities to explore the vehicle dynamics achieved at

the outer limits of its capability; nevertheless, the harmony between

man and machine these dynamics create can transform all driving into an

exhilarating experience—a unique Mazda experience, at new heights in 626.



626 Sport Sedan: Successor to European sport sedans for cut-above engineering, performance—and incredible value.

0 to 50 in 8.0 seconds. Top speed, 104 mph. Spectacular road handling and ride and interior luxury. Impressive...

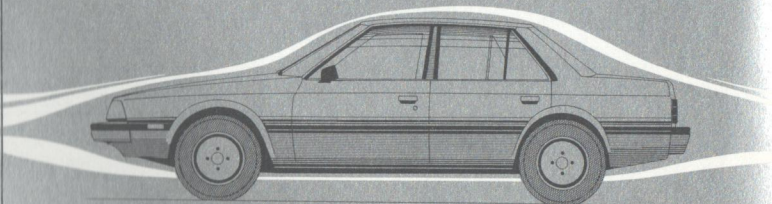
Price—under \$10,000. Well under. Incredible! **Sedan state-of-the-art.** All the basic technical sophistication and high-performance capability you've read about thus far

are preserved intact in our lowest-priced 626—they are basic to the integrity of the 626 concept.

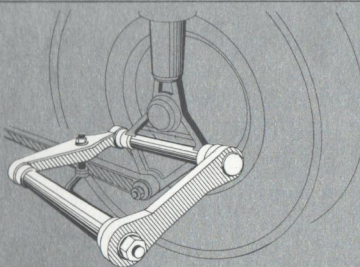
True, our sedan does not offer the EVSA control ride or control nacelles, or some of the more exotic appointments of our Luxury models. But consider what you do get—for significantly less than the

average price of an automobile in the U.S. today. **Incredible aerodynamics.** At 0.36, the new 626 sedan is a marvel of sophisticated design. Precisely slanted hood. Curved and steeply canted windshield. Subtly turned and

tapered side panels. Wedge-shaped body with low beltline and high rear contours. Extensive wind-tunnel experimentation molded the lines—and Mazda orchestrated the final aesthetic touches.



Remarkably efficient aerodynamics for a sedan.



Unique rear suspension.

Incredible road poise. It is among the most sure-footed sedans in the world. Exactly the same suspension elements designed for gung-ho driving on the Continent nestle beneath this 626, destined to cod-

dle you over the road at a gentler pace. With its unique Mazda front and rear suspensions, its wide track and 14-inch steel radials, 626 has an ingenious array of innovations to shield you from the cruelties of the road. Ergo, no spine-thumping for front or rear passengers—and no sacrifice in performance. **Incredibly maneuverable.** Start with the fact that its turning diameter is just 33.5 feet. Build upon that with a steering

so precise it preserves positive feel in straight-ahead cruising, yet is so quick and easy that it feels like you're driving a smaller car. The result is a sports-car-like handling rarely experienced in a

roomy sedan. Compare all that to your last drive in anybody's sedan. **And, incredible value.** Better yet, compare all that—and the 626 Sport Sedan price—to any 1983 sedan alternative.



Special sedan taillamp treatment.



626 Sport Coupe: For those who have owned and loved the original this will be a joyful revelation.

The original concept was daring, and buyer response was overwhelming. Here was sporty performance, European road car looks, versatility and good fuel economy—all at an affordable price.

Best of all, the product lived up to the promise. 97 out of 100 626 owners later polled by *Popular Mechanics*

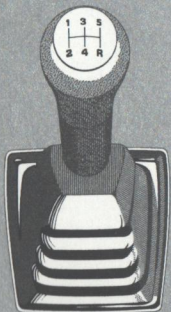
reported they would buy another—one of the highest owner satisfaction rates ever reported over the years of the magazine's ongoing series.

Good as it was...

Mazda market researchers found that 626 coupe owners expected any successor to provide still higher performance and

road capability at its outer limits.

Thus challenged and inspired, Mazda designers and engineers were determined to *overachieve*.



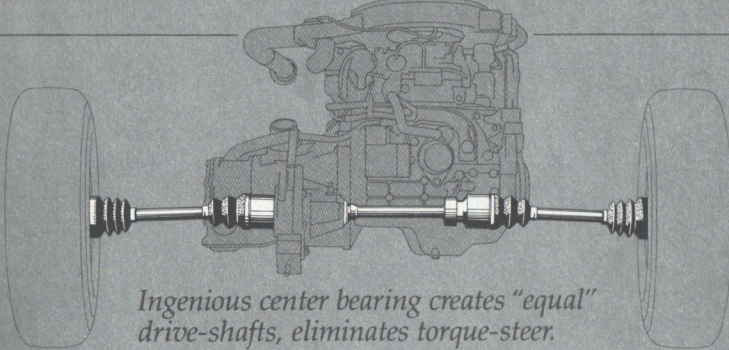
41 Est. hwy mpg

29 EST. MPG

EPA details on page 28.

A pure driving machine. Thus it is that the new 626 Sport Coupe differs significantly from its companion Sedan. Its accent would be upon the dramatic performance a large segment of the world awaited.

EVSA: A marketing puzzle. Conventional marketing might make EVSA available only in those coupes marked "LX"—the higher priced models. Or at least a hefty extra-cost option in the Sport Coupe. It's done all



Ingenious center bearing creates "equal" drive-shafts, eliminates torque-steer.

the time, right?

Those ideas, however, were not tolerable to Mazda planners. That is why the sophisticated EVSA system is standard equipment in a car that is priced far, far below its

performance peers.

The 626 experience.

It was never meant to be an all-out sports car à la RX-7—just an all-out road car, big enough and versatile enough to take care of business in the practical

day-to-day world—yet also taut and tenacious and sensitive enough for superb performance whenever the occasion arises.

All this, mind you, at a four-figure price.

Yet even the lowest-priced Sport models provide an astounding array of standard equipment—an array that is hinted at on the next pages, and detailed on page 27.



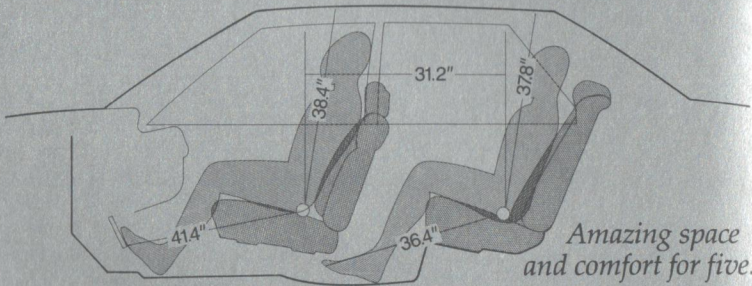
Mazda believes personal gratifications inside the new 626 should be no less than those in its performance.

To translate belief into reality, Mazda designers blended sophisticated space engineering, high-tech ergonomics, and a dazzlement of creature comforts into a quantum improvement in 626's driving environment. One immediate result was *more* environment to enjoy. 11 cubic feet more in

coupes, 15 cubic feet more in sedans. More than ample additional room for a fifth passenger. As well as headroom, legroom and stretch-out comfort which are gratifying, indeed. **Ergonomics at work.** In 626, the interfacing of driver and machine has been artfully skewed totally in favor of the driver.

Note the gearshift knob, for example (1). Several designs were tested by more than 50 people before this one was selected. And no less attention was lavished on each detail of seat structure, location of

controls and pedals and instruments. The steering wheel tilts to clear your view of tachometer and speedo (2), and the quartz digital clock (5) is just a glance away on the console.

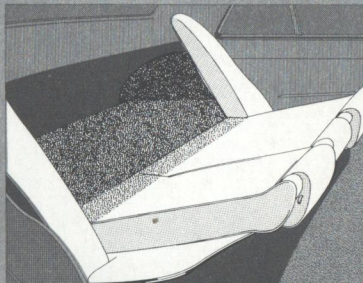
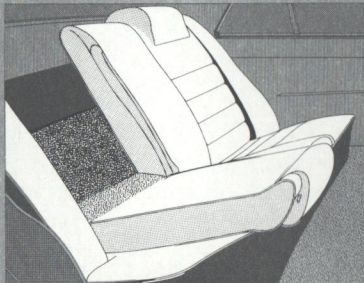
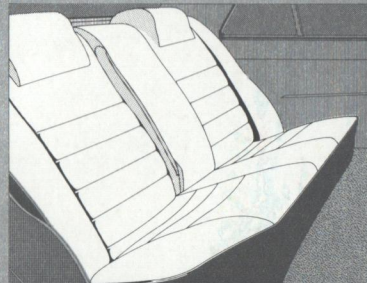


Seats worth noting. They're improved in virtually every dimension. Deeper, longer cushions. Higher backs with more wraparound for support. The seatback reclines in finer increments; seat travel is extended to afford greater latitude for diverse anatomies; and the driver's seat angle is adjustable, and the seat back has three adjustments in lumbar support. All this of course, is swathed in rich and lustrous striped velour.

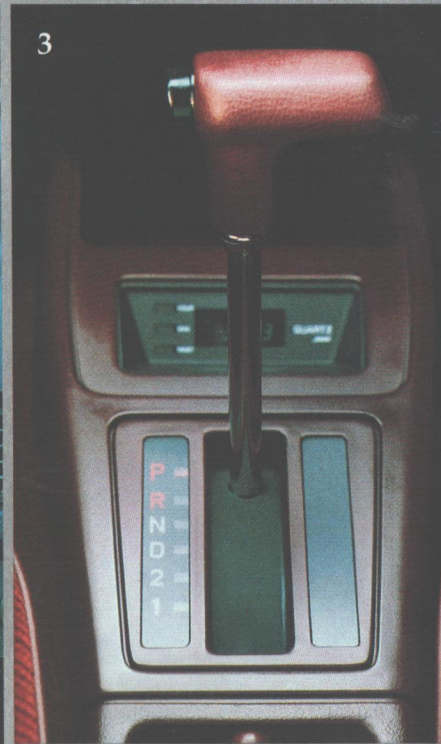
Individual personalities. The Sport Coupe (1) provides control nacelles, and a coved "lounge" treatment for the rear compartment. The Sport Sedan (4, 2) offers full-velour rear

seats and its own dash treatment. However, both share the option of an automatic transmission (3). The standard wheel, center cap, trim ring and tire for Sport is seen in (6).

When you consider all the superior road machine 626 Sport offers at incredibly low prices you may well decide that it represents a new standard of value in road cars as well.



60/40 split seat backs fold down to expand trunk space for bulky items—a handy feature.



626 Luxury Sport Sedan: Here is an ultimate sedan you've never known before—a new Mazda experience.

For the driver, it begins with a 10-way adjustable seat you've not likely encountered. One that hugs you in place through a sharp turn, even remembers your favorite seatback position.

Luxury sedans don't usually look like this inside. Nor do they drive like this one does.

A hands-on experience. Gone is the "automatic pilot" detachment from the road and the machine. Alive and well is a feeling of control, a dynamic interface between driver and the finely-honed mechanics at your command.

The expected luxuries. The predictable accoutrements of luxury sedans

are at hand, of course. Power windows, power steering, electrically adjustable sideview mirrors, a tilt steering wheel, cruise control and rear seat center armrest are all standard equipment.

Some unexpected ones, too. Consider a complete, ultra-high quality sound system, including electronic tuning radio, cassette deck, dual amplifiers and four-speaker sound.

Or, a power ventilation system which includes an oscillating-action center

vent to actually fan the air output around the interior.

Or, rear seatbacks that fold down to stow skis, a bicycle, or a 5-foot carton of whatever *inside* the car.

626's artful fusion.

If you're intrigued by this fusion of luxury trappings with the sophistication of a high-performance road car—wait till you experience its synergistic effect on the road.

You just might decide that the true meaning of luxury in driving has escaped you—until now.



In the 626 Luxury Sport Coupe: Mazda's ultimate challenge to the great road cars of the world.

It stands in the magically liquid light after sunset, shadows accenting its taut lines and fluid sculpture. Serene now, it is infinitely more beautiful in its work-mode at right, effortlessly bringing driver and road into dynamic harmony.

To Mazda's dedicated creators, experiencing that dynamic harmony has an

aesthetic quality that is not taken lightly—it is, in fact, the ultimate achievement of all their effort.

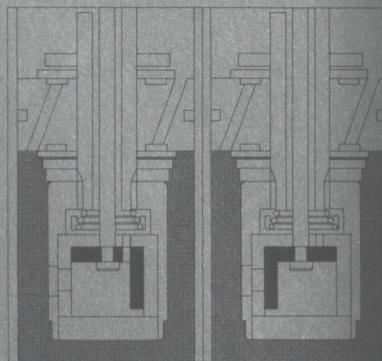
So it is that the ultimate luxury in the 626 Luxury Sport Coupe is in the driving.

A look of eagerness. Its wide stance is enhanced by wider 185/70SR14 steel-belted radial tires.

And it rides on the new EVSA suspension system that lets you control its responses according to the rigors of the road and your driving.

A sophisticated form of variable power steering is standard—it senses the degree of assistance needed and adjusts itself according to engine rpms to preserve a sensitive feel of the road at speed, or to a light effort in parking.

The Luxury level of 626. The electronic check panel monitors still more func-



Soft ride.

Firm ride.

tions where problems could arise—it will alert you if a taillamp or stop lamp burns out, and when fuel and windshield

washer fluid levels are low.

Another Luxury touch is a power window system which includes a lockout control on the master panel on the console to prevent passengers (read children) from opening the rear windows. Power windows in the coupe are particularly handy when you want one or both rear vent windows open for increased ventilation.

Other additions include cruise control, map lights, and a great deal more on pages 24 and 25.

The more you drive, the more you like. There is no one factor of its performance that immediately claims your attention—

not even the EVSA command of the road. Rather, it is the exquisite balance of all its driving qualities—the total driving experi-

ence that is so exhilarating. And the more skilled your driving talents, the more you'll appreciate the Mazda 626 Luxury Coupe.



Introducing 626 Luxury Touring Sedan: Is it a super-coupe, super-sedan or some sort of super-station wagon?

It has some of the best of all three.

Here is a coupe's low-slung sleekness and a drag coefficient at a slippery 0.35.

Here, too, is sedan accessibility, with four doors and a roomy interior for five.

Yet, here also is station wagon versatility, with a

lift gate and a flat floor that can extend more than five feet when needed.

What is it, then?

An outstanding road car. With a slight nod to the Luxury Coupe's superiority in Cd (Coefficient of drag), the Touring Sedan is its equal as a pre-eminent road car in every other respect.

Indeed, it is equipped with the EVSA ride system, the control nacelles extending out from the dash, and all of the myriad ride, handling and powertrain advances.

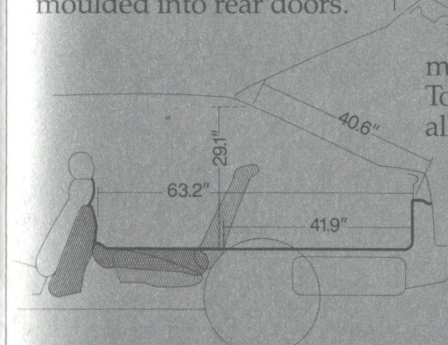
Once behind the wheel, the incredible driveability is the one dominant impression that prevails. You forget that three guests can sit behind you in vast comfort, surrounded in concert-hall sound.

Or that you have cavernous cargo space when the need arises.

You simply revel in the incredible harmony of driver and road machine that Mazda has wrought in the 626.

Special features of its own. For its long, steeply sloped rear window, a wiper/washer system. To make possible its flat floor in back, a rear seat cushion that flips forward; and special 50-50 split seat-backs with removable head rests. And the cargo area sidewalls are completely trimmed and color coordinated to the interior.

In addition, it has two other notable features it shares with the Luxury Sedan: power door locks, and handy pockets moulded into rear doors.



A flat trunk floor!

Ingenious versatility.

It is unique in its class. Nowhere else will you find Mazda technical superiority, 626's masterful road command, the Luxury level of appointments—and a special Touring Sedan versatility all its own.

A cargo-area cover raises with the liftgate to reveal 13.5 cubic feet of luggage space, is easily removed to create 21 cubic feet of room for bulky loads.



In this quiet inner world of 626,
the ambiance is as extraordinary as
the superb engineering surrounding it.



In the extraordinary new surroundings of a 626 Luxury model, technical sophistication takes on new meaning.

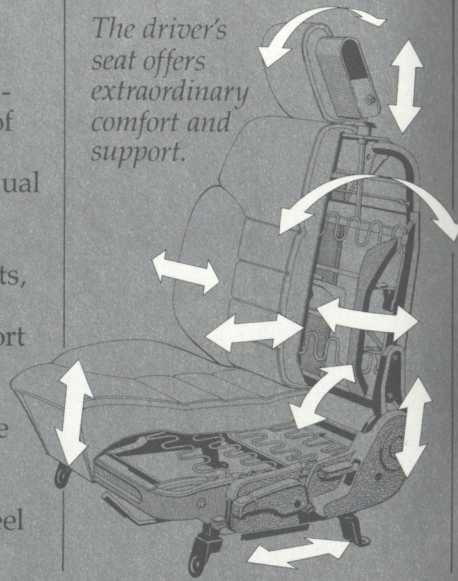
The driver's seat schematic is an indication. In Luxury models, headrests adjust forward and back, as well as up and down; the wrap-around bolsters actually can be dialed in to hug you with greater security, or dialed out for greater freedom; the cushion *height* is adjustable as well as its angle; and the reclining seatback

has a unique "memory" which can automatically return to your favorite position after others have moved it to theirs. **Beautiful sound, standard.** All Luxury models also share perhaps the most sophisticated sound system you've heard (6) as standard equipment. It includes an electronic

tuning AM/FM stereo radio, Dolby cassette deck, dual power amplifiers totaling 100 watts of output, stick balance sound source control, dual front speakers and dual coaxial rear speakers.

Other accouterments, in addition to those already standard in Sport models: Variable-assist power steering, power window controls, cruise control, expanded electronic check panel, full console (6) and full wheel covers (8).

The driver's seat offers extraordinary comfort and support.



Oscillating air flow.

In addition to increased capacity, additional vents and a more powerful four-speed blower in the new 626 climate control system, Luxury models boast an unusual additional feature: an oscillating vane behind the center vents. Flick on the little switch between the vents, and the vane "sprays" the air coming through all about the passenger compartment.

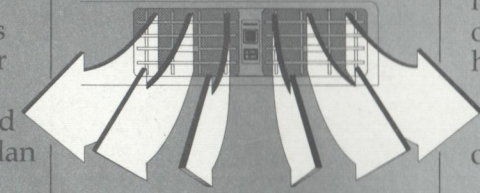
Individual variations. Each Luxury model has its

own special traits. The Coupe, its "lounge" type rear compartment treatment; the Sedan, its full velour highbacked seats (5) with folding armrest; the Touring Sedan, its 50-50 split rear seatbacks and unique flat floor rear compartment.

Then there are shared features. Coupe and Sedan share 60-40 split fold-down rear seatbacks, and the low-threshold trunk opening (7). Sedan and Touring Sedan share hidden storage pockets in the

front (4) and rear doors. Coupe and Touring Sedan share control nacelles and EVSA suspension.

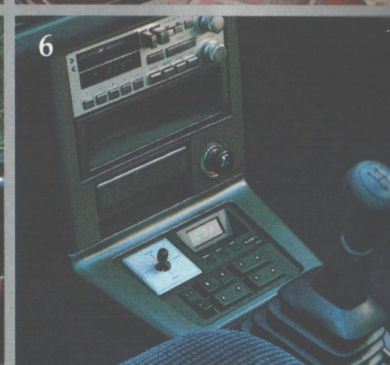
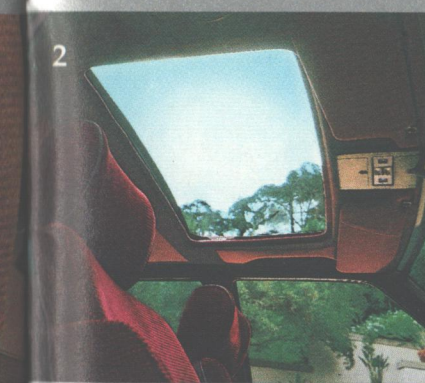
All Luxury models share a power-operated



sunroof option (2). The Coupe and Touring Sedan also offer a new LCD tach and digital speedometer and gauges option (3).

Luxury is as luxury does. Amid the mind-boggling morass of luxury cars in the world today, the 626 Luxury Sport models stand out with pearlescent luster. For these cars not only pamper you in the highest levels of luxury, they proffer that supreme luxury that few, if any others possess:

The technical sophistication and masterful mechanics to transport you to the world of high-performance driving and the Mazda Experience.



Mazda's commitment to make 626 the best-built car possible: A new state-of-the-art production site.

Early in 626 development, Mazda decided that a car so advanced would best be built in a plant of equal sophistication—a unique opportunity to design the car and its facility in complete synchronization.

The new Mazda 626 plant is a wonderland of the very highest manufacturing technology. Computerization, automation, robotics and human environmental values have been masterplanned with a single purpose—to aid Mazda's people in building the highest-quality automobiles possible.

A harmony of man and machines. Such harmony is no less an objective for plant design than for the cars the plant produces. In fact, the workers themselves played a vital role in developing new ideas and better production techniques. And human considerations are key to many of the innovations.



Item: After body painting and baking, the doors are removed and travel a separate line until final assembly. This allows work stations and components to be two feet closer to the line and gives workers easier access to the car interiors (above).

Item: Where under-

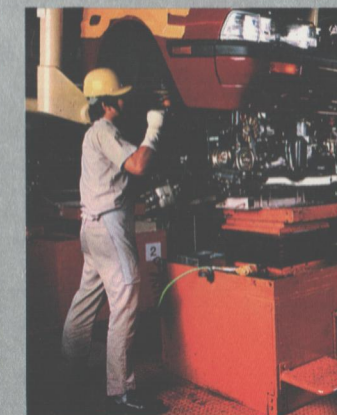
body operations are to be performed on the car, the car is literally tilted up so workers can accomplish their assignments more comfortably and efficiently. (See right.)

Item: Engine installation (below) and some final assembly operations are performed on wide platforms which allow workers to ride along with the car, making it easier for them to do their work.

At Mazda, such interfacing of production-line workers, plant developers and product engineers is routine; only in the extraordinary circumstances of the new 626 has it blossomed into such spectacular results.

The roles of robotics. Best of all from the workers' viewpoint, the new technology of robotics has emerged to relieve humans from the most burdensome tasks.

In all, 155 robots are utilized for a wide variety of functions. Robots skillfully and tirelessly accomplish the heavy welding. Robot painters hypnotically snake a precise pattern over each car body, laying each coat in incred-

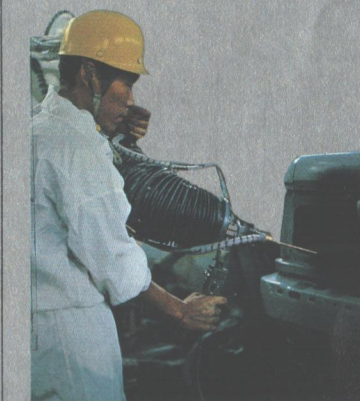


ibly uniform layers. Some are even equipped to "see"



and follow body seams and contours. And one simply picks up and places a heavy wheel and tire into the trunk of each 626.

But humans carefully "train" each robot for its task (below), and the



training is programmed into its electronic brain. **Worker's role: quality.** Over and above specific assignments, each Mazda worker shares a commitment—and responsibility—for the ultimate quality of the finished 626.

While to err may be human, to catch that error before it is passed on is divine. That is why each work station in the final assembly line is equipped

with a signal switch which can summon aid or completely stop the line—so any defect may be corrected when detected.

Mazda's scrupulous attention to craftsmanship and quality standards at



every stage makes such an event rare—but the precaution has been made to help assure as flawless a 626 as is humanly possible.

The Mazda of Mazdas. 626 is the latest in a succession of technologically advanced automobiles embodying the pride and tradition of Mazda's 51 years—and this plant contributes importantly to a bright new achievement in automotive excellence.

The more you look,
the more you like what you
get in a Mazda 626:

Specifications & Data:

Engine	Type:	FE series piston 4-cylinder inline, single overhead cam
	Displacement	1998 cc. (121.9 cu. in.)
Compression ratio	Bore, stroke	3.39 x 3.39 in.
	8.6:1	
Horsepower, SAE net	83 @ 4800 rpm	
	110 lb.-ft. @ 2500 rpm	
Torque, SAE net	Closed loop; 2-stage, 2-barrel down-draft feedback-type carburetor;	
	8 engine-function sensor monitoring system; microchip computer; constant fuel-air mixture adjustment.	
Fuel system	Transistorized	
	Mazda Stabilized Combustion System, EGR, air injection, 2-bed catalyst	
Ignition system	15.8	
	4.8	
Emission system	72	
	Maintenance-free, 12 volt, 50 amp. hr.	
Fuel capacity, gallons	Single dry plate/torque converter	
	5-speed Auto	
Oil capacity, quarts	1st	3.307 2.841
	2nd	1.833 1.541
Coolant capacity, qt.	3rd	1.233 1.000
	4th	0.970 —
Battery	5th	0.795 —
	Reverse	3.133 2.400
	Final drive	3.850 3.450
Drivetrain	Clutch 5 speed/auto	
	Transmission ratios	
Body/Chassis	Body	Monocoque with semi-perimeter sub-frame
	Front suspension	Independent, strut-type; coil springs; stabilizer bar (.71 in. sedans, .79 in. others); double action shock absorbers; adjustable valves (coupes, touring sedan).
Rear suspension	Independent, strut type; coil springs; single trailing arms, Twin Trapezoidal Links, stabilizer bar (.55 in. sedans, .63 others) double action shock absorbers; adjustable valves (coupes, touring sedan).	
	Steering	Rack-and-pinion type; manual/power steering gear ratio, 22.0:1/17.3:1; turns, lock-to-lock, 3.8/3.0; turning diameter, 33.5 ft.
Brakes, type	Power-assisted, dual diagonal hydraulic circuits; front, 9.8 in. discs, 181 sq. in. swept area; rear, 9.1 in. self-adjusting drum, 49 sq. in. swept area; 9 in. vacuum servo with proportioning bypass valves. Mechanical parking brake on rear wheels.	
Dimension, in.	Length	177.8"
	Width	66.5"
Height (sedans)	Wheelbase	53.7" (55.5")
	Track, front/rear	56.3"/56.1"
Grd. clearance	Legroom (sedans) Front:	41.9" (41.4");
	Rear:	33.3" (36.4")
Headroom (with sunroof)	Front: Coupe	37.6" (36.3")
	With air conditioning, add	59
Curb weight, lb. (with auto trans)	Coupe	2385 (2405)
	Sedan	2410 (2435)
T. Sedan	2425 (2445)	
	With sunroof, add	40
With air conditioning, add	59	
Exterior colors:	Dover White • Sunbeam Silver	
	Metallic • Tornado Silver (Charcoal)	
Metallic • Burgundy Ice Metallic	• Selby Brown Metallic • Misty Blue	
	Metallic • Silhouette Blue Metallic.	

Electronic Variable Shock Absorbers (EVSA)	—	—	S	—	S
5J-14 wheels, 165SR14 steel-belted radial tires	S	S	—	—	—
5 1/2J-14 wheels, 185/70HR14 steel-belted tires	O	O	S	S	S
Chrome center caps, wheel rings	S	S	—	—	—
Chrome full wheel covers	O	O	S	S	S
5 1/2J-14 Aluminum alloy wheels	O	O	O	O	O
Quad rectangular halogen headlamps	S	S	S	S	S
Tinted glass, intermittent-action wiper feature	S	S	S	S	S
Electric rear window defroster	S	S	S	S	S
Rear window wiper/washer	—	—	—	—	S
Dual manual remote control sideview mirrors	S	S	—	—	—
Dual electric remote control sideview mirrors	—	—	S	S	S
Cargo area/trunk lamp, carpeting	S	S	S	S	S
Remote fuel filler door release	S	S	S	S	S
Remote trunk lid/liftgate release	S	S	S	S	S
Wide body side mouldings	S	S	S	S	S
Body side pinstriping	—	—	S	S	S
6-way adjustable driver's seat	S	S	—	—	—
10-way adjustable driver's seat	—	—	S	S	S
Striped velour upholstery, vinyl door inserts	S	S	—	—	—
Patterned velour upholstery and door inserts	—	—	S	S	S
60/40 split fold-down rear seatbacks	S	S	S	S	—
Integral rear seat headrests	S	S	S	S	—
50/50 split fold-down rear seatbacks	—	—	—	—	S
Separate, adjustable rear seat headrests	—	—	—	—	S
"Lounge" type coved rear seat treatment	S	—	S	—	—
Cut-pile carpeting	S	S	S	S	S
Center floor console	S	S	—	—	—
Full center console	—	—	S	S	S
ETR AM/FM/Cassette deck sound system	—	—	S	S	S
6-function electronic check panel: seat belt, generator, parking brake/brake fluid, oil pressure, high beam, rear defroster	S	S	—	—	—
10-function electronic check panel: all above plus tail lamp out, stop lamp out, fuel, washer fluid	—	—	S	S	S
Tachometer, trip odometer	S	S	S	S	S
Tilt steering wheel	S	S	S	S	S
Variable-assist power steering	O	O	S	S	S
Cruise control	O	O	S	S	S
Power assisted brakes	S	S	S	S	S
Power window controls	—	—	S	S	S
Power door locks	—	—	—	S	S
Rear door inner handle deactivators	—	S	—	—	—
Headlamps on, ignition key-in reminder melodies	S	S	S	S	S
Lockable, lighted glove compartment	S	S	S	S	S
Driver's side storage compartment	S	S	S	S	S
Front door pockets	S	S	S	S	S
Moulded rear door pockets	—	—	—	S	S
Driver's seatback storage pocket	S	S	S	S	S
Passenger's seatback storage pocket	—	—	S	S	S
Dual sunvisors, passenger's side vanity mirror	S	S	S	S	S
Passenger's seat forward release, pre-set return	S	—	S	—	—
Overhead map light	—	—	S	S	S
Day/night rearview mirror	S	S	S	S	S
Digital electric clock	S	S	S	S	S
Illuminated lighter and ashtray	S	S	S	S	S
Illuminated driver's door and ignition keyhole	—	—	S	S	S
Automatic transmission	O	O	O	O	O
Air conditioning	O	O	O	O	O
Electric sunroof	—	—	O	O	O
Radios (see next page)	O	O	—	—	—
Digital instrument panel	—	—	O	—	O

Codes: S: Standard O: Optional —: Not available

Models: SC, SS: Sport Coupe, Sport Sedan
LSC, LSS, LTS: Luxury Sport Coupe, Sedan, Touring Sedan

Your Mazda Dealer offers a number of sound systems and other genuine Mazda quality accessories to consider:

1. Cruise control. Maintains speed without your foot on the accelerator. Raise lever after braking, "Resume" accelerates to previously set speed. Lower to "Coast" and you slow to a new speed you want—raise it back and you have a new setting.

2. Plush-pile floor mats. Help keep your floor clean and dry. Color-matched to new 626 interiors; special back keeps them in place.

3. Top-line sound system. Advanced ETR/AM/FM MPX radio/Dolby system cassette deck for 626 Sport models. Includes dual 6-

5. AM/FM stereo radio. If you're not into cassettes, this full-control radio with four speakers delivers fine sound you can adjust to your taste.

6. Graphic equalizer. Individual controls for seven frequency ranges allow you to accent or reduce each range, for the effect you prefer. Can team with standard radio in Luxury models, or with optional radios for Sport models.

7. Air conditioning. Cools and dehumidifies for greater comfort on hot, steamy days. Available for all 626 models.



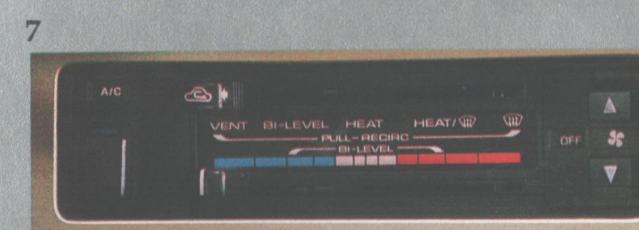
inch coaxial rear speakers, dual 4-inch cone front speakers, dual 25 watt x 2 power amplifiers (100 watts total output), and "joystick" sound source control. Radio has scan tuning, memory, 10-station push buttons, and digital clock.

4. Radio/cassette deck. High-quality sound system meets the needs of most audiophiles. Combines an AM/FM stereo radio and cassette deck with same speakers and amplifiers listed above, plus fader control.

41 Est. hwy mpg 29 EST. MPG

EPA estimates for comparisons. Your mileage may vary with trip length, speed and weather. Actual highway mileage will probably be less. With automatic transmission: 36 Est. hwy mpg, 27 EST. MPG.

Availability of specific options varies by geographic location, and may be available only in combinations 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 or options. Some equipment in this brochure is optional at extra cost.



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The more you look, the more you like.



mazda