

MAZDA

1984 626 SERIES



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In developing the new-generation 626, introduced last year, Mazda's product planners and engineers began with a single clear challenge: To create a series of world-class high-performance road cars which would excel in *all* qualities, without compromise—yet cars which would also be priced within reach of the average American car buyer.



Ingenuity and new state-of-the-art technology were their tools. And the world's most respected road cars were their measure. Each mechanical component was viewed and explored anew, without preconception or design restriction. Innovation reigned. The result: A new benchmark of automotive quality, performance, value and driveability.



626 WAS NOT ONLY AN ALL-NEW CAR—IT WAS A NEW STATE OF SOPHISTICATION IN AUTOMOTIVE ENGINEERING TECHNOLOGY.

Only by starting with a zero-base engineering philosophy and "a clean sheet of paper" could the 626 task force hope to meet the incredibly high objective for this car.

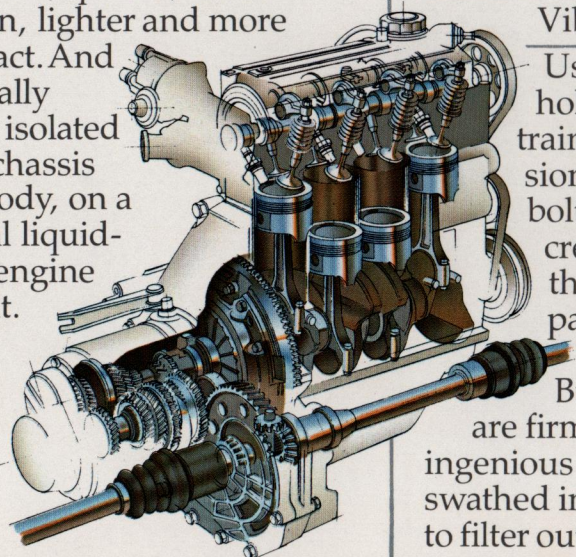
The reward is a 626 abounding in innovations, both large and small, synergized into a driving machine that is beautifully balanced in its outstanding total performance on the road.

Cultured pearls of design.

"...the kind of sublime cleverness and intelligence that crop up all over Mazda's new winner..." (Motor Trend's words) was achieved with the aid of advanced computer-assisted design and stress analysis, holography—and creative approaches to complex challenges.

A refined 2-litre engine.

It delivers substantially more power, torque, acceleration and fuel efficiency than the previous 2-litre 626 engine. Yet it is also substantially smoother, quieter, lower in friction, lighter and more compact. And it literally floats, isolated from chassis and body, on a special liquid-filled engine mount.



Front-wheel drive, refined.

A unique driveline center bearing effectively neutralizes the all-too-familiar torque-steer caused by drive-shafts of unequal length. And unconventional lower A-shaped control arms of unequal length and size offset the imbalance of powertrain weight between the wheels, permitting equal handling sensitivity and response in left and right turning.

Unique suspension elements.

Mazda-developed front bushings (patent applied for) cleverly firm up lateral roll resistance, yet soften fore/aft compliance, thus improving both handling and ride.

The independent rear suspension employs Mazda's patented twin trapezoidal linkages, with long radius trailing arms to maximize roadholding qualities and offset toe-out forces.

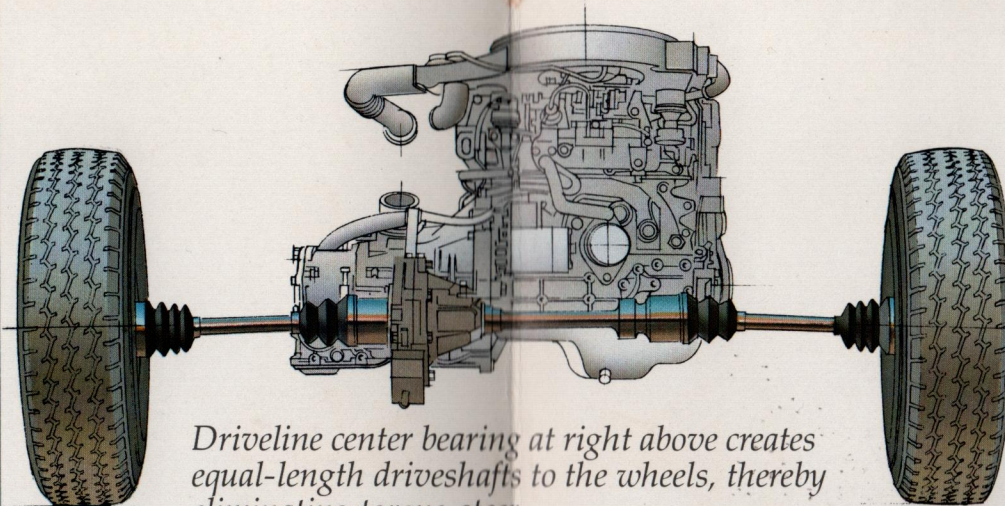
A first in ride control.

Even more remarkable is the EVSA (Electronic Variable Shock Absorber) system, standard in Sport Coupes and Touring Sedan. It allows the driver to tune the ride to his driving with the touch of a button on the dash.

Vibration quellers.

Usually the subframe holding engine, drivetrain and front suspension components is bolted to the body—creating a conduit to the passenger compartment for noises and vibrations.

But in 626, the two are firmly secured by ingenious coupling joints swathed in rubber insulators to filter out noise and tremors.

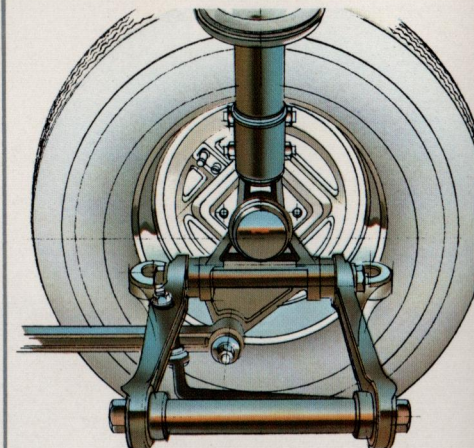


Driveline center bearing at right above creates equal-length driveshafts to the wheels, thereby eliminating torque-steer.

A rare automatic benchmark.

So it was that creative Mazda engineering and inexhaustible attention to detail produced a new world-class road car that *Car and Driver* notes, "...does everything well, and that makes it the standard of comparison in its class as far as we're concerned."

Below are more highlights of the engineering which has made 626 the new performance benchmark:



Mazda's patented twin trapezoidal rear linkage.

1. Aerodynamic efficiency: 626 cheats the wind with remarkable drag coefficients of 0.34, coupe; 0.35, touring sedan; 0.36, sedan.

2. Radiator is especially mounted on soft rubber retainers and acts as a dynamic damper to reduce engine vibration, especially in low rpm ranges.

3. High-efficiency engine: Smaller, quieter, and 57 lbs. lighter than its predecessor. Square bore/block design provides 20% less friction, fewer moving parts, and reduced rotating inertia, contributing to greater power and fuel efficiency:

4. 5-speed transaxle: Smooth, precise and quiet, with fine-pitch, fine mesh gears and direct shifting linkage for crisp, quick shift action.

41 Est. hwy mpg 29 EST. MPG

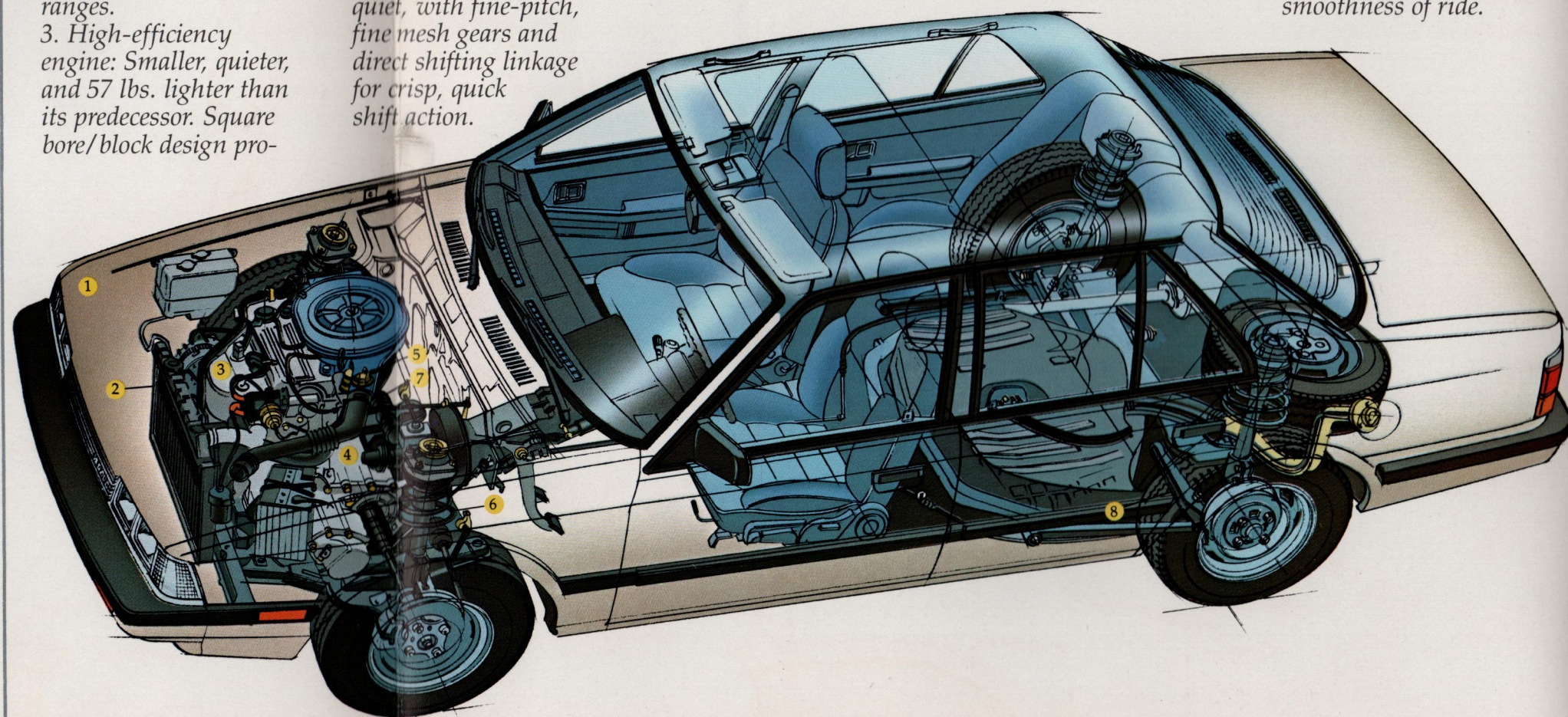
See page 22 for details.

5. Feedback carburetor: A microchip computer with multiple sensors monitors engine functions and continuously adjusts fuel-air mix for optimum economy and driveability in every weather and driving condition, city and highway.

6. Front suspension: Long-travel struts, negative scrub offset, anti-dive geometry, stabilizer bar, front-drive traction plus other components discussed at left provide great road grip and handling.

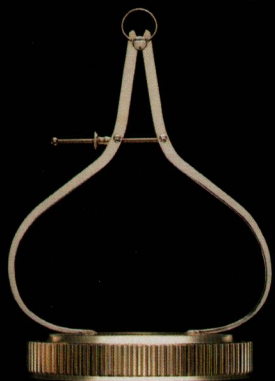
7. Rack-and-pinion steering: Tapered roller bearings minimize free play and maintain road feel even in center-line position and provide quick and precise control.

8. Unique rear suspension: Patented twin trapezoidal linkage, long trailing arms, rear stabilizer bar, cantilevered struts contribute to true, flat tracking and smoothness of ride.



"626 MAY BE THE MOST
REFINED MID-SIZE SEDAN
IN THE WORLD."

—Autoweek



Even before the new 626 was introduced to America, automotive writers who had driven 626 in Japan were heralding its arrival enthusiastically: "...the grand-slam home run of 2-liter sedans."

—Motor Trend

"...exudes a feeling of high quality and careful engineering..."

—Road & Track

"...one of the slickest sedans in the world...should shake up the troops in its class..."

—Car and Driver

"Mazda accomplished what it set out to do... achieve the best balance of qualities for a mid-size family car..."

—Popular Mechanics

"...they will have the world beating a path to their door. And deservedly so."

—Mechanix Illustrated

High praise, indeed, but fitting tribute to a four-year quest for automotive perfection.

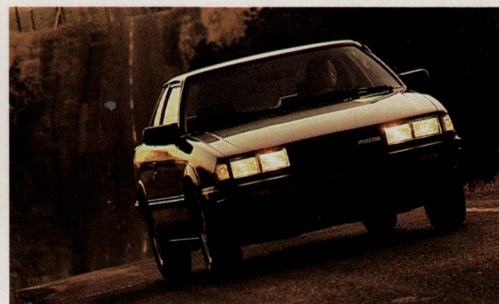
The success of that quest was acknowledged shortly after 626 arrived in the U.S., when *Motor Trend* magazine named 626 Import Car of the Year for '83. In competition with Porsche 944, Volvo 760 GLE and eight other all-new imports, 626 won out over all other nominees in Styling and Design, Quality Control, Comfort and Convenience, and Dollar Value Categories and made "strong consistent showings in all other performance areas."

It is precisely this prized—and rarely too seldom achieved—*totality* of outstanding qualities which

makes 626 so enthralling to drive. It transcends impressive 0-50 times and skid-pad heroics, and becomes an aesthetic experience made possible by a synergistic harmony between driver and driving machine.

And that harmony—an ultimate satisfaction one usually associates with high-performance sports cars—is now an inherent element of 626 family cars.

Which is precisely what Mazda's 626 project group strove mightily to achieve.



For 1984, a virtually unchanged Mazda 626 takes its place among the outstanding road cars of the world. For a guide to its technological credentials, please lift the cover-fold, opposite.



626

DELUXE SPORT SEDAN

WORLD-CLASS SPORT
SEDANS ARE NO LONGER
A EUROPEAN MONOPOLY.

Serious driving enthusiasts who've known first-hand the performance capabilities of European sedans will find those traits fully incarnate in the Deluxe Sport Sedan.

A hands-on experience with 626 is all the convincing required. 0-50 in 8.0 seconds. A glued-down feeling in turns. Crisp, sure shifts. And that dynamic harmony between engine, steering and suspension that brings a finely-honed machine under your complete control. Even the blasé will find it exciting.

No less remarkable is the riding aplomb of this spacious sedan—as well as its uncommonly long list of standard features (page 21).

But what ultimately boggles one's mind is that Mazda actually offers you this world-class sport sedan at a price that is well below \$10,000.



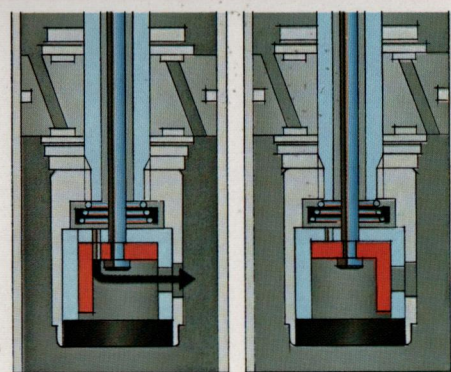


626 DELUXE SPORT COUPE

THE KEY TO ITS BEAUTY
LIES IN KNOWING THAT IT
IS NOT MERELY
SKIN-DEEP.

Its taut, clean lines were honed in a wind tunnel; its 0.34 Cd aerodynamic efficiency rivals those of low-slung sports cars. And the taper of the hood, the rake of the windshield, even the slight spoiler lip on the trunk lid aid the cause.

Its suspension system is unique in all the world. For in addition to the patented refinements common to all 626s, the Sport Coupe provides the special capability of



Soft ride.

Firm ride.

EVSA, the Electronic Variable Shock Absorber system that lets you tune the ride to your driving needs.

EVSA magic at work:

Two buttons on the dash plus electronically activated valves in each shock control it all. In NORMAL mode, all four shocks are set for a smooth, comfortable ride. In AUTOMATIC mode, the front shocks stiffen above 50 mpg for greater stability and sway control at cruising speeds. And in SPORT mode, all four corners firm up so you can get down to the business of serious performance driving.

Add to all this a turning diameter of just 33.5 feet. A refined rack-and-pinion steering system. And a flat-tracking poise on the road.

The result is amazing maneuverability that is truly extraordinary in a car of this class—and even more extraordinary at a four-figure price.



626 DELUXE INSIDE:

THE ERGONOMICS OF DRIVING ARE AS CAREFULLY TENDED TO AS ARE THE MECHANICS.

Creating the mechanics of a world-class road car is but half the task; creating the *environment* in which the driver can take proper advantage of the machine's capabilities is no less demanding. Or less vital.

For the ergonomics of control and the dynamics of "fit" are critical to effecting that vital harmony between driver and machine.

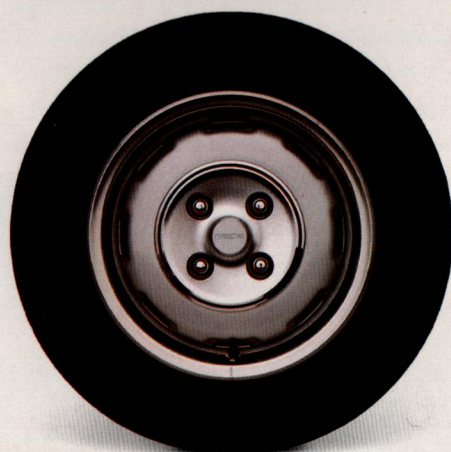
Masterful control center.

"... tremendous latitude for adjustment... instrument pod and console are beautifully designed as an active, organic whole..." enthused *Motor Trend*. "... laid out to make car control as easy and natural as possible," agreed *Car and Driver*.



This Sport Coupe control center reveals why serious drivers feel so at home here. Tachometer, speedometer, gauges and warning light system are grouped within the perimeter of the adjustable steering wheel, just a glance from the road. Control clusters for lights and wiper functions flank the wheel. The 5-speed shifter falls naturally to hand, making quick gear changes a marvel of precision and crispness. Each element is meticulously plotted and placed for driving efficiency—even the configuration of the shifter knob was action-tested by a panel of drivers before selection.

The driver's seat has no less than six adjustments, including cushion and back angles, lumbar support, and fore/aft travel of almost eight inches. Both back and seat



Standard wheel, center cap, trim ring and tire for Deluxe models.



are deep and contoured for lateral support as you negotiate twists and turns.

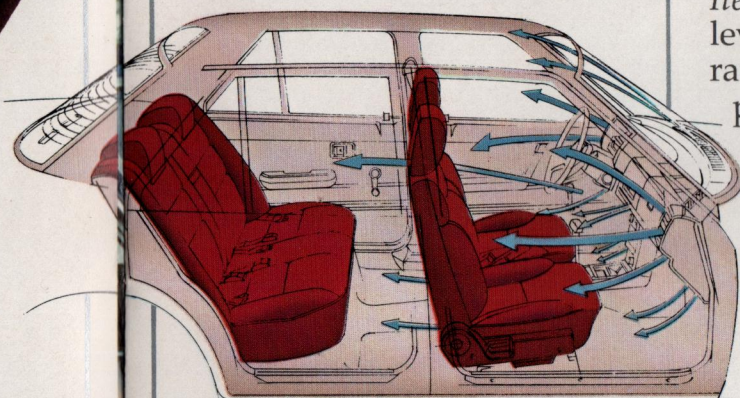
More environment to enjoy:

Canny space engineering has endowed the new-generation 626s with significantly more room than before—10 cubic feet more in coupes, 14 cubic feet in sedans. Room that translates into spacious comfort for five adults; with rear-seat kneeroom and legroom expanded by nearly three inches.

Comfort is still further enhanced by improvements in the heating and ventilation system. Special ducts to the rear seat assure even distribution of air throughout the car, and blower output plus additional vents increase capacity by more than 30%.

Expect the unusual in 626.

Item: Rear seatbacks that are split, 60-40, and fold down when need be. Fold down the narrow side, and skis for the family can ride inside with the family, for example. Fold down the wider side for



bulkier items, or fold down both and take a full-size bike for a ride in the 626 trunk!

Item: Custom touches in Coupe and Sedan to enhance their individual personalities.

EVSA, control clusters and a coved "lounge" rear seat treatment for the Coupe; full-velour rear seats and control stalks for the Sedan.
Item: The Deluxe level of features ranges from such practical amenities as quad-halogen headlamps and remote releases for the fuel door and the trunk, to such endearing touches as melody reminders when you've left the headlamps on or the key in the ignition. A complete list of equipment awaits you on page 21.
Item: You will note tell-tale signs of extraordinary care and quality in the fit and



finish of a 626, inside and out—for Mazda standards of craftsmanship are no less demanding than those held for engineering excellence and performance. They all are part of the Mazda Experience.



626 LUXURY SPORT COUPE

WHEREIN MAZDA
PROVES THAT HIGH
LUXURY AND HIGH
PERFORMANCE ARE NOT
MUTUALLY EXCLUSIVE.

This is, in fact, an automobile
dedicated to the belief that
the ultimate luxury of any car
is in the driving.



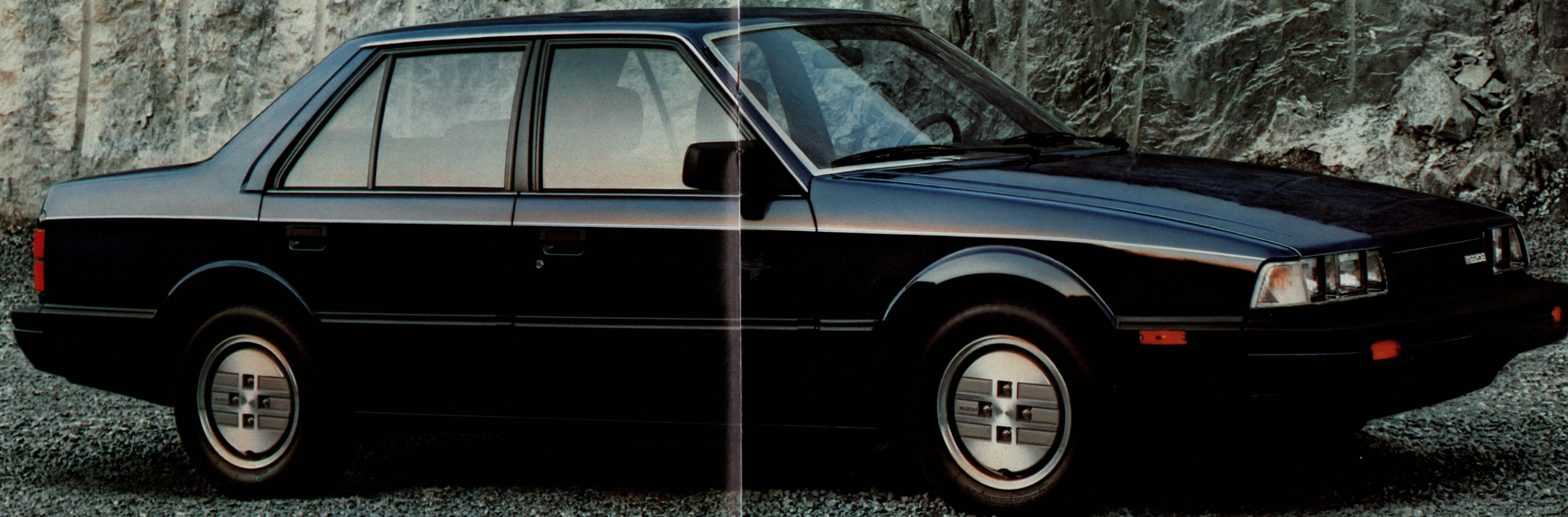
The Luxury Sport Coupe
provides the special capabili-
ties of the unique Electronic
Variable Shock Absorber sys-
tem—here augmented by a
sophisticated variable-rate
power steering whose
assistance is adjusted accord-
ing to engine rpms.

It also offers—in very
limited availability—the high-
er road-handling advantages
of optional special 15-inch
alloy wheels and new low-
profile tires—"serious rubber,"
as one enthusiast has noted.

Other amenities include
cruise control, power win-
dows, more extensive warn-
ing light monitors, a high-
tech sound system and more,
detailed on pages 18 and 21.

But trappings do not a
luxury car make—all else
pales beside the revelations of
driving Mazda's ultimate
challenge to the great road
cars of the world.





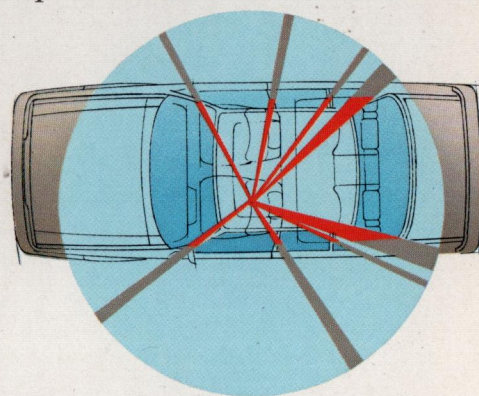
626 LUXURY SPORT SEDAN

CONCLUSIVE EVIDENCE
A LUXURY SEDAN CAN BE
A SERIOUS DRIVING
MACHINE AS WELL.

The clean, wedgy look hints of its slippery 0.36 drag coefficient—uncommonly low for sedan configurations. The wheels are shod with 185/70SR14 steel radials. And this sedan leans into the wind as if impatient to be off and running.

Luxury sedans don't usually look like this. Absent are the typical styling devices of wide rear roof panels and small rear windows—rejected here in favor of unobstructed

driving visibility that spans an incredible 323°. Nor do they drive like this one does: Cat-quick and tenacious in turns.



Clearly, the command center (shown) reflects the 626 dedication to a higher level of performance. The thick, soft-grip wheel, the tachometer, the sheer accessibility of controls are sports car-like in their purposefulness.

The final affirmation:

In design and engineering, the 626 Luxury Sport Sedan clearly is intended to be what typical luxury sedans can never be; and what you will

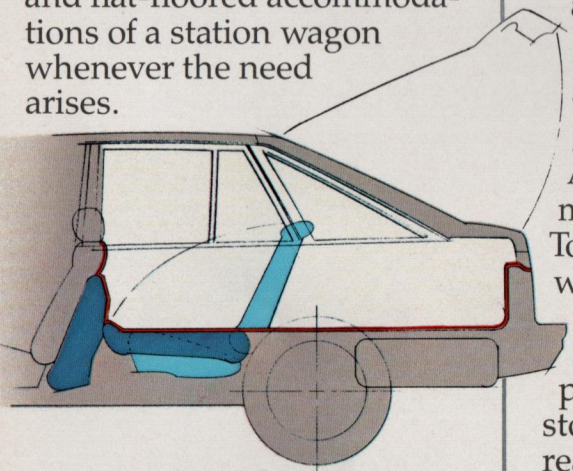
experience at the wheel is that final affirmation. Gone is the "automatic pilot" detachment from the machine and the road. Alive and well is the feeling of exquisite command. And after January, you will also have the choice of a Luxury Sport Sedan powered by a *diesel* engine.



626 LUXURY TOURING SEDAN

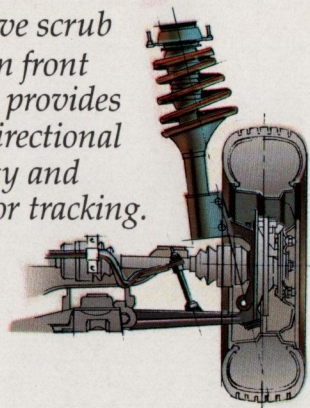
AN INGENUOUS BLEND
OF VIRTUES FOUND IN
COUPE, WAGON AND
LUXURY SEDAN.

It has the sleek, low profile of a coupe, and a slippery 0.35 coefficient of drag. The four-door accessibility of a five-passenger sedan. And the versatility, flip-down seats and flat-floored accommodations of a station wagon whenever the need arises.



A cargo-area cover raises with the liftgate to reveal 13.5 cubic feet of cargo space; remove the cover and space expands to 21 cubic feet. Now flip forward the rear seats, and you have a level load floor over 5 feet long!

Negative scrub
offset in front
wheels provides
high directional
stability and
superior tracking.



The performance plus:

Add to its virtues the marvelous handling and maneuverability of a 626 equipped with the unique EVSA suspension system, and you have a road car whose capabilities merit the limited-availability option of 15-inch wheels and high-performance 195/60SR15 low-profile steel-belted radial tires.

The equipment plus:

As the crowning achievement of the 626 line, the Touring Sedan provides a wiper/washer system for its steeply canted rear window, power door locks, power windows, rear door storage pockets, and a special rear seat configuration, plus removable rear seat headrests to enhance its remarkable versatility. Here is, quite simply, perhaps the most accommodating car you have ever driven—an exhilarating new Mazda Experience.



626 LUXURY INTERIORS

626 RESERVES ITS MOST INGRATIATING REWARDS FOR THOSE PRIVILEGED TO TAKE THE WHEEL.

The rewards begin with a driver's seat that adjusts more ways than you might think possible: 10, to be exact, including seat height, lumbar support, upper side bolsters, and a unique recliner "memory" which automatically returns the seatback to your favorite position after others have moved it to theirs.

High-tech sound system:

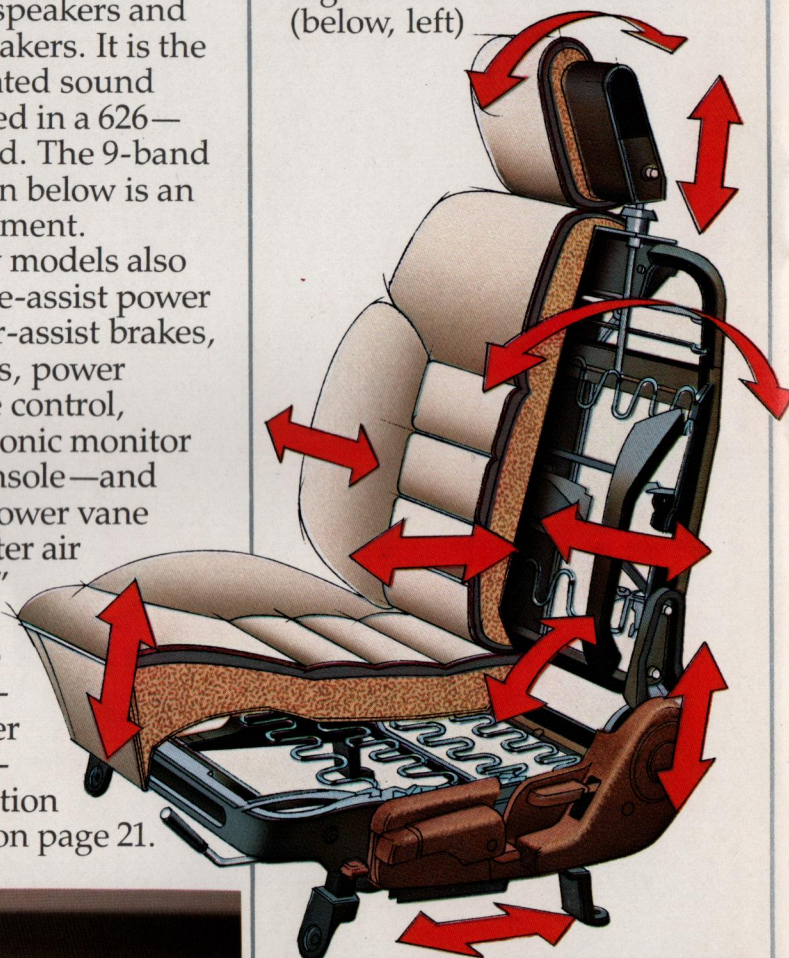
Not just any radio/cassette deck, but a brand-new bonafide state-of-the-art component system: electronic tuning AM/FM stereo radio, Dolby system cassette deck, dual power amplifiers totaling 100 watts of output, a

New slotted wheel cover is standard for all three 626 Luxury models.

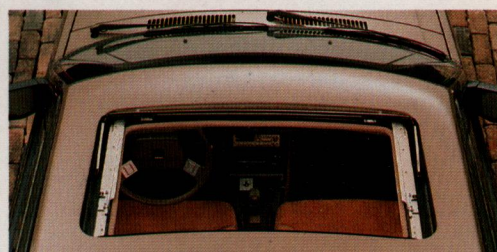


"joystick" sound balancer, and dual front speakers and coaxial rear speakers. It is the most sophisticated sound system ever used in a 626—and it's standard. The 9-band equalizer shown below is an optional enrichment.

All Luxury models also provide variable-assist power steering, power-assist brakes, power windows, power antenna, cruise control, extended electronic monitor system, full console—and an oscillating power vane behind the center air vents to "spray" the air flow throughout the passenger compartment. Other features too numerous to mention here are listed on page 21.



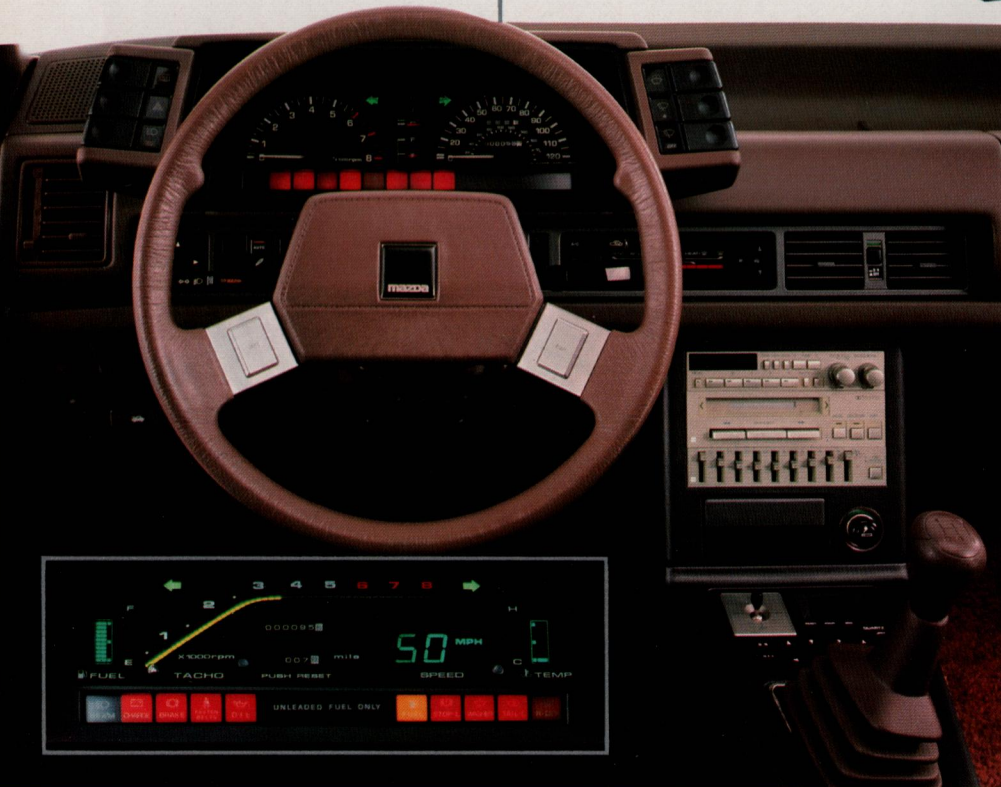
Special Luxury options, too. All three Luxury models offer the popular power-operated steel sunroof; Coupe and Touring Sedan offer the previously mentioned 15-inch wheel/low-profile tire combination, and the special digital instrumentation (below, left)



with LED tachometer, fuel and water temperature gauges and digital speedometer.

The unseen luxury of 626.

Whichever 626 you ultimately choose, you should know one final reason for its outstanding qualities—where and how it is built. That story begins on page 20.



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 the 626 body receives its final coat of paint and emerges from the drying oven, the doors are removed and travel down a separate line until final

assembly. This brings work stations and components two feet closer to the cars, giving workers easier access to interiors (left, below).

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.

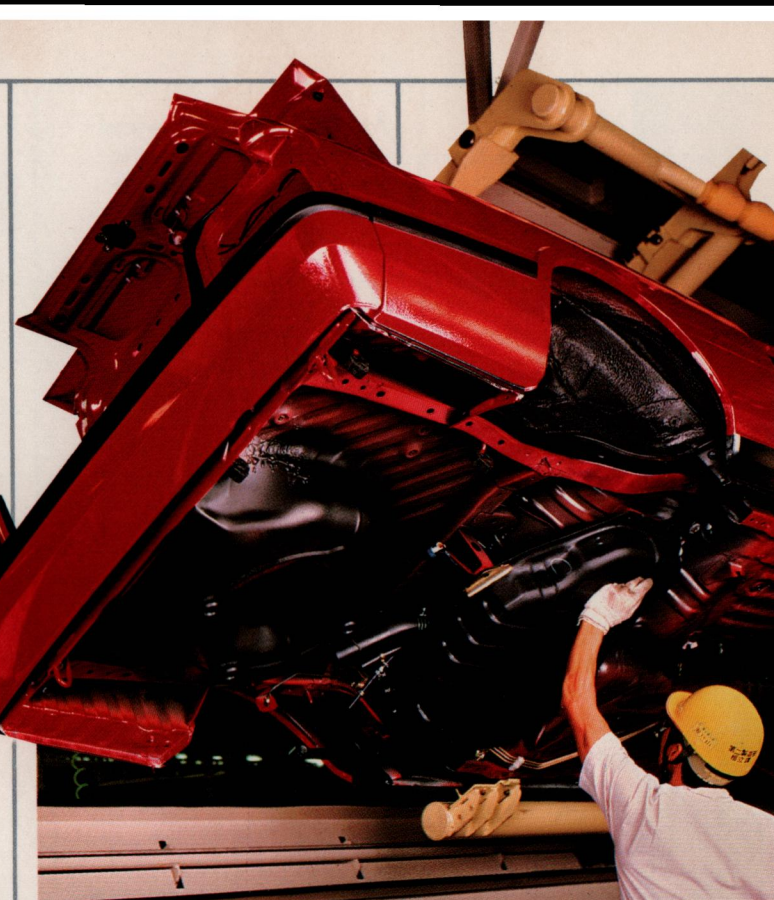
At Mazda, such interfacing of production-line workers, plant developers and product engineers is routine; only in the extraordinary circumstances of the new 626 has it blossomed into such spectacular results.



The roles of robotics.

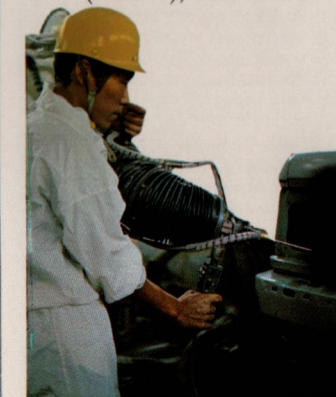
Best of all from the workers' viewpoint, the new technology of robotics has emerged to relieve humans from the most burdensome tasks.

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 incredibly 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 52 years—and this plant contributes importantly to a bright new achievement in automotive excellence.

**SPECIFICATIONS
AND STANDARD
FEATURES
DOCUMENT THE
EXTRAORDINARY
VALUE TO BE
FOUND IN 626.**

| | | |
|----------------------------|------|--------|
| Curb weight, lbs. | | |
| (with auto trans) | | |
| Coupe | 2385 | (2405) |
| Sedan | 2410 | (2435) |
| T. Sedan | 2425 | (2445) |
| With sunroof, add | 40 | |
| With air conditioning, add | 59 | |

| Engine | Type | FE series piston 4-cylinder inline, single overhead cam |
|------------------------|------|---|
| Displacement | | 1998 cc. (121.9 cu. in.) |
| Bore, stroke | | 3.39 x 3.39 in. |
| Compression ratio | | 8.6:1 |
| Horsepower, SAE net | | 84 @ 4800 rpm |
| Torque, SAE net | | 112 lb.-ft. @ 2500 rpm |
| Fuel system | | Closed loop; 2-stage, 2-barrel down-draft feedback-type carburetor; 8 engine-function sensor monitoring system; microchip computer; constant fuel-air mixture adjustment. |
| Ignition system | | Transistorized |
| Emission system | | Mazda Stabilized Combustion System, EGR, air injection, 2-bed catalyst |
| Fuel capacity, gallons | | 15.8 |
| Oil capacity, quarts | | 4.8 |
| Coolant capacity, qt. | | 7.2 |
| Battery | | Maintenance-free, 12 volt, 50 amp. hr. |

| Drivetrain | Clutch 5 speed/auto Transmission ratios | Single dry plate/torque converter |
|------------|---|-----------------------------------|
| | | 5-speed Auto |
| | 1st | 3.307 2.841 |
| | 2nd | 1.833 1.541 |
| | 3rd | 1.233 1.000 |
| | 4th | 0.970 — |
| | 5th | 0.795 — |
| | Reverse | 3.133 2.400 |
| | Final drive | 3.850 3.450 |

| 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; EVSA 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; EVSA 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. | | Sedan | 38.4" (37.1") |
|-------------------------|----------------|---------------------------|---------------|
| Length | 177.8" | T. Sedan | 37.6" (36.3") |
| Width | 66.5" | Rear: Coupe | 36.8" (35.2") |
| Height (sedans) | 53.7" (55.5") | Sedan | 37.8" (36.2") |
| Wheelbase | 98.8" | T. Sedan | 35.9" (34.8") |
| Track, front/rear | 56.3"/56.1" | Shoulder room, front | 54.9" |
| Grd. clearance | 6.5" | rear (coupes) | 54.7" (52.5") |
| Legroom (sedans) Front: | 41.9" (41.4"); | Luggage capacity, cu. ft. | |
| Rear: | 33.3" (36.4") | Coupe: | 13.3' |
| Headroom (with sunroof) | | Sedan: | 13.7' |
| Front: Coupe | 37.6" (36.3") | T. Sedan: | 21.0' |

Exterior colors:
Dover White • Sunbeam Silver Metallic • Tornado Silver (Charcoal) Metallic • Burgundy Ice Metallic • Selby Brown Metallic • Misty Blue Metallic • Rhine Blue Metallic.

| | | | | | |
|---|----|----|----|----|-----|
| Electronic Variable Shock Absorbers (EVSA) | DC | DS | LC | LS | LTS |
| 5J-14 wheels, 165SR14 steel-belted radial tires | S | S | — | — | — |
| 5½J-14 wheels, 185/70SR14 steel-belted tires | O | O | S | S | S |
| 5½J-14 Aluminum alloy wheels | O | O | O | O | O |
| 6J-15 wheels, 195/60SR15 steel-belted tires | — | — | O | — | O |
| Bright center caps, wheel rings | S | S | — | — | — |
| Bright full wheel covers | O | O | S | S | S |
| 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 |
| 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 power antenna | — | — | 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 |
| Control clusters | 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: DC, DS: Deluxe Sport Coupe, Sport Sedan
LC, LS, 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-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 in 3, plus fader control.

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.

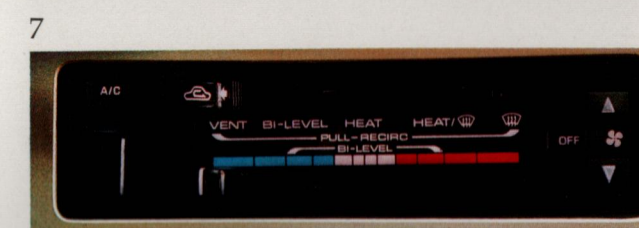
6. Graphic equalizer. Individual controls for seven frequency ranges allow you to accent or reduce each range, for the effect you prefer. Can team with standard radio in Luxury models, or with optional radios for Deluxe models.

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

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.