

1989

mazda

MX-5



THE MAZDA MX-6 CONCEPT

**If you like your action bold
and exciting, our high-performance
luxury sports coupes bring it
to the road.**

A decade ago, young and active sports enthusiasts discovered a new car to suit their means and lifestyle—the original Mazda 626 sports coupe. Its concept was unique: “The looks and feel of an expensive European sports coupe, at a fraction of the price”—and it met with high success and acclaim. Now automotive technology has advanced, and driving enthusiasts are more discriminating: Enter MX-6. Leaner, more muscular-looking, yet vastly superior in room and comfort. With performance and value that verge on the spectacular. Because that is The Mazda Way.



Engineered, built and totally dedicated to heighten the harmony of driver and machine.

Right: Mazda-developed Automatic Adjusting Suspension is standard for GT, and offers three different modes to adjust shock absorbers to your driving style and the rigors of the road.

Within the all-new Mazda MX-6 production facility, advanced technology has been focused on a very special objective: to create a unique harmony of mankind and *machinery* in order to produce a new harmony between driver and *road machine*. Sophisticated robotics, computerized processes and new manufacturing techniques enable highly skilled workers to achieve optimum quality in each step of production. Thus, every MX-6 produced there is a state-of-the-art driving machine in its construction as well as its design.

HEART OF THE MX-6: POWER

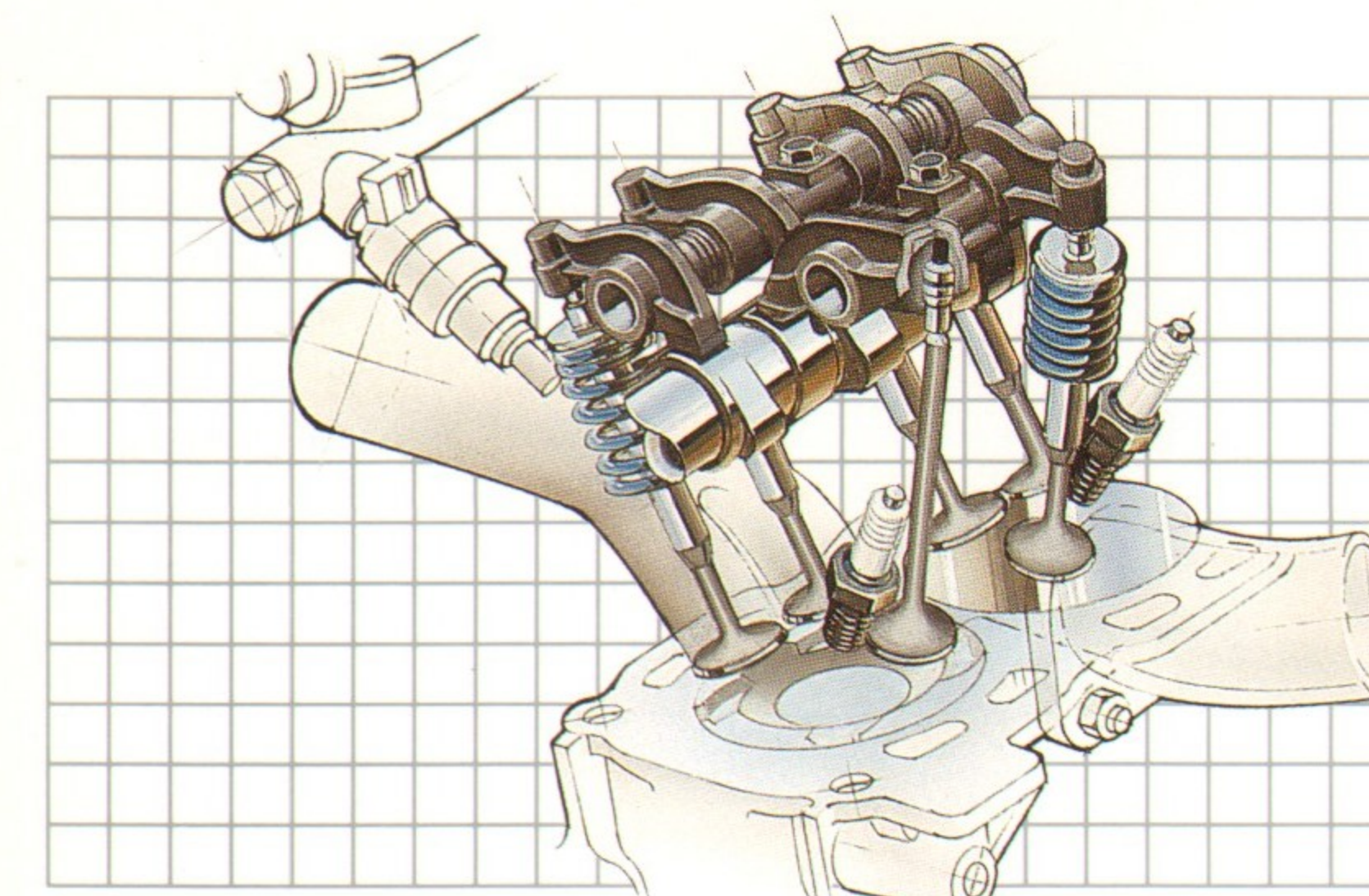
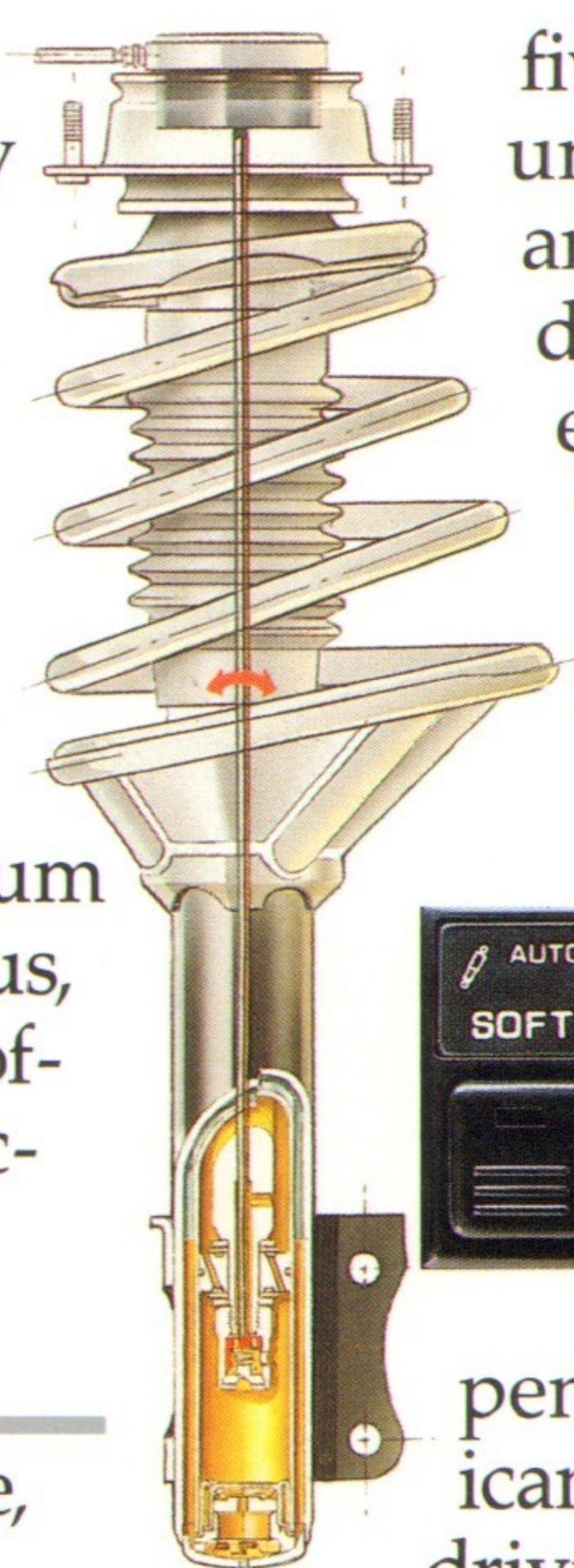
It's an advanced-design 2.2-litre engine, seen at right in its turbo configuration. Its basic design provides three valves per cylinder for enhanced breathing and power output. A Mazda-developed induction system achieves special supercharging effects—without a supercharger—to create optimum power and torque throughout the rpm range. Multi-port fuel injection constantly fine-tunes performance to the needs of the moment.

All of which translates into extraordinary driving fun with a crisp

five-speed overdrive transaxle—unless you prefer the option of an advanced four-speed overdrive automatic transaxle, electronically controlled with three driving modes. The shift points adjust for "Power" or "Economy;" and "Hold" aids driving in lower gears on slippery roads or hills.

THE PLATFORM BENEATH.

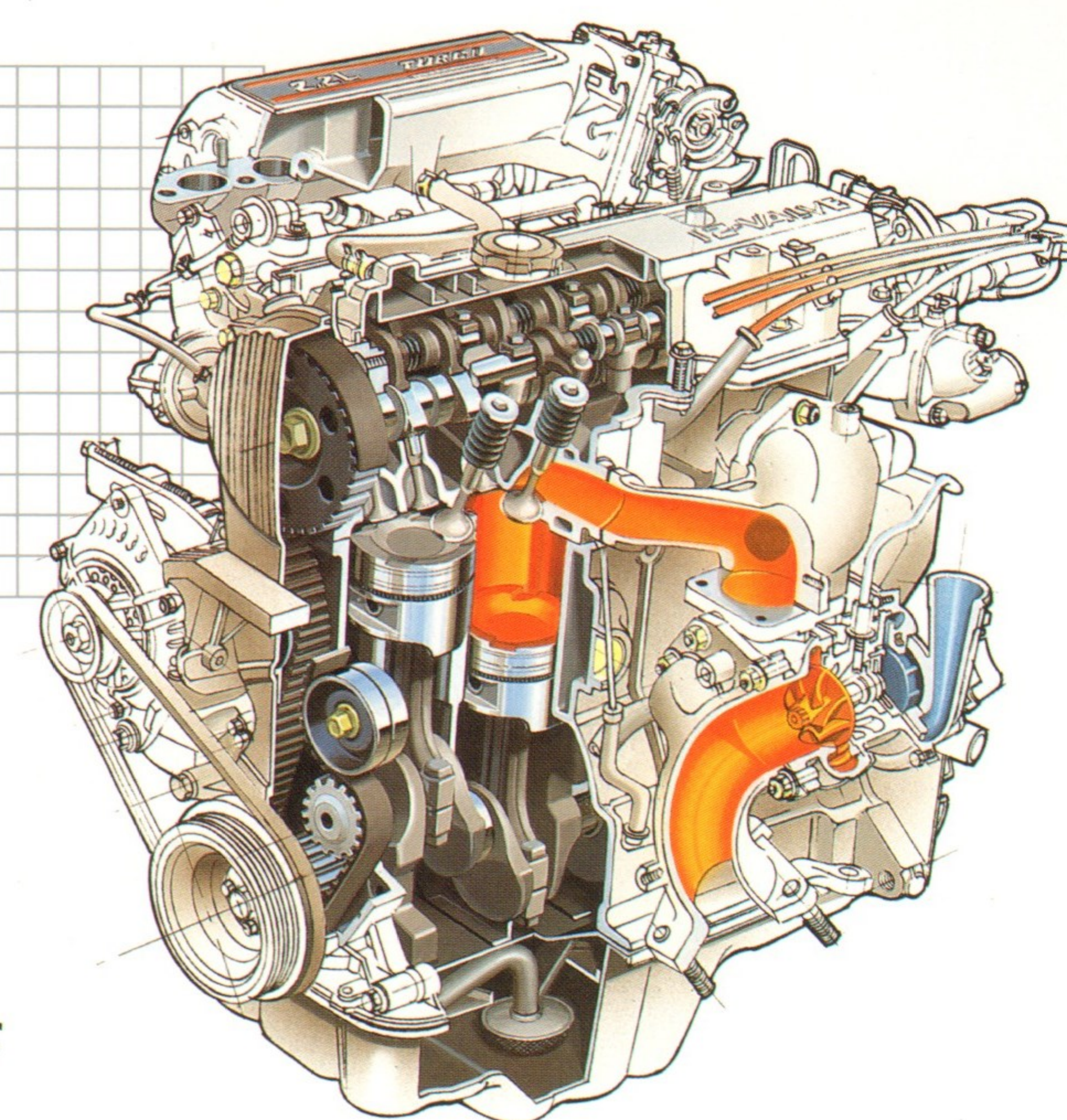
Twin Trapezoidal Linkage rear suspension had been refined significantly—it now neutralizes kinetic driving forces which cause toe-out of the rear wheels during acceleration, braking and turning, and keeps them in their most effective alignment for improved road control.



Up front, a special center bearing creates, in effect, equal-length drive shafts to the front wheels to dampen torque steer. And long-travel struts all around enable you to master bumps and ruts. Power-assisted rack-and-pinion steering provides just the aid you want in whatever maneuver, yet preserves a crisp, linear feel of the road at speed. And power-assisted brakes, with vented discs up front, give you plenty of stopping power for the kind of eager driving you will find yourself doing.

MASTER-CRAFTED SPORTS COUPE.

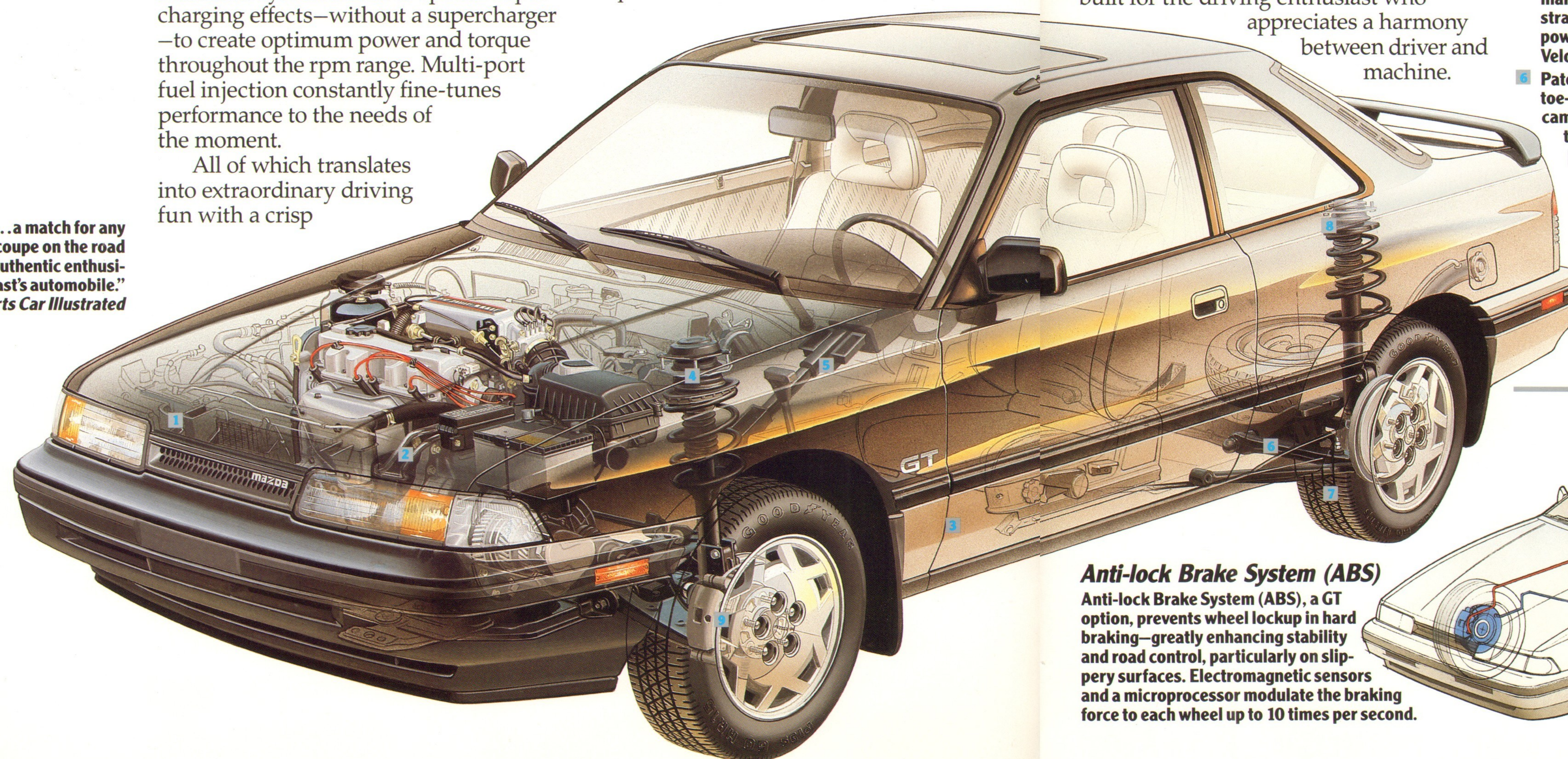
More mechanical specifications are spelled out on page 16. But the grand result is implicit right here—designed and built for the driving enthusiast who appreciates a harmony between driver and machine.



Air-to-air intercooled, turbocharged engine for MX-6 GT and 4WS generates 145 hp and 0-to-60 in 7.4 seconds. Non-turbo engine for LX and DX models produces a lively 110 hp.

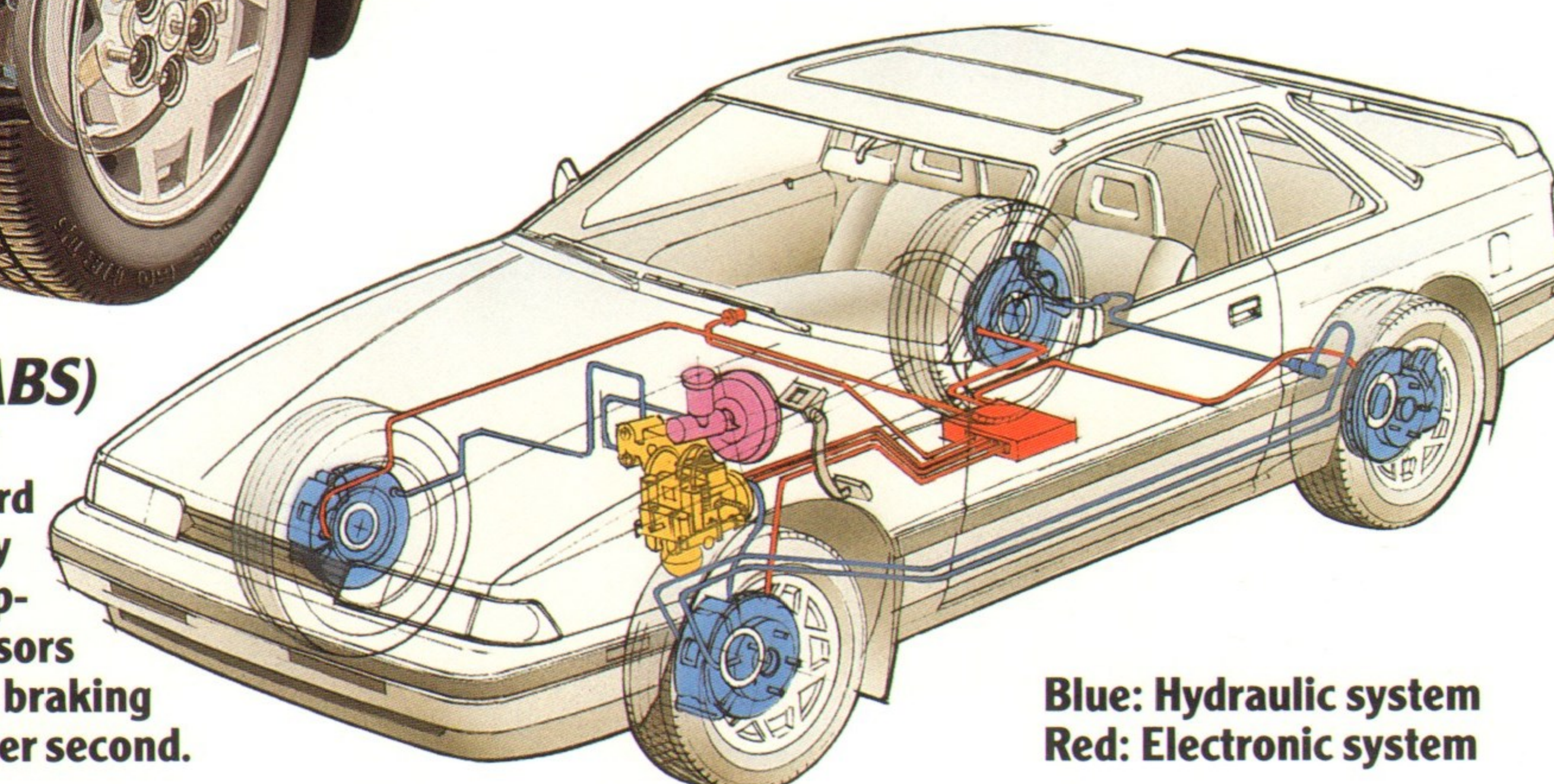
- 1 Radiator on soft rubber mounts acts as a dynamic damper, reducing vibrations.
- 2 Special liquid-filled engine mount isolates engine to diminish vibration.
- 3 Solid body/frame with outstanding structural integrity aids handling stability, improves ride.
- 4 Low-friction strut design provides high-efficiency damping action. Front stabilizer bar neutralizes roll action, improves transient response.
- 5 Refined rack-and-pinion steering increases maneuverability, yet firms up steering feel in straightline driving. Variable-assist rpm-sensing power steering, standard on LX and DX models. Velocity-sensing variable assist, standard on GT.
- 6 Patented Twin Trapezoidal Linkage neutralizes toe-out forces. Added refinements—negative camber offset and rear stabilizer bar—contribute to improved stability, flatter cornering.
- 7 P185/70R14 steel-belted radials, 14-inch wheels, standard on DX, LX. P195/60R15 high-performance radials, 15-inch alloy wheels, standard on GT.
- 8 GT's Automatic Adjusting Suspension System is computer-controlled to continuously adjust shock damping, minimizing squat, dive, and roll.
- 9 Power-assisted, ventilated front disc brakes, standard. Solid rear disc brakes, standard on GT.

"...a match for any sports coupe on the road ...an authentic enthusiast's automobile." *Sports Car Illustrated*



Anti-lock Brake System (ABS)

Anti-lock Brake System (ABS), a GT option, prevents wheel lockup in hard braking—greatly enhancing stability and road control, particularly on slippery surfaces. Electromagnetic sensors and a microprocessor modulate the braking force to each wheel up to 10 times per second.



Blue: Hydraulic system
Red: Electronic system

Mazda now raises the state of the art in sports coupe handling.

Meet MX-6 4WS—the world's first sports coupe with the unique driving command of speed-sensing 4-Wheel Steering (4WS).

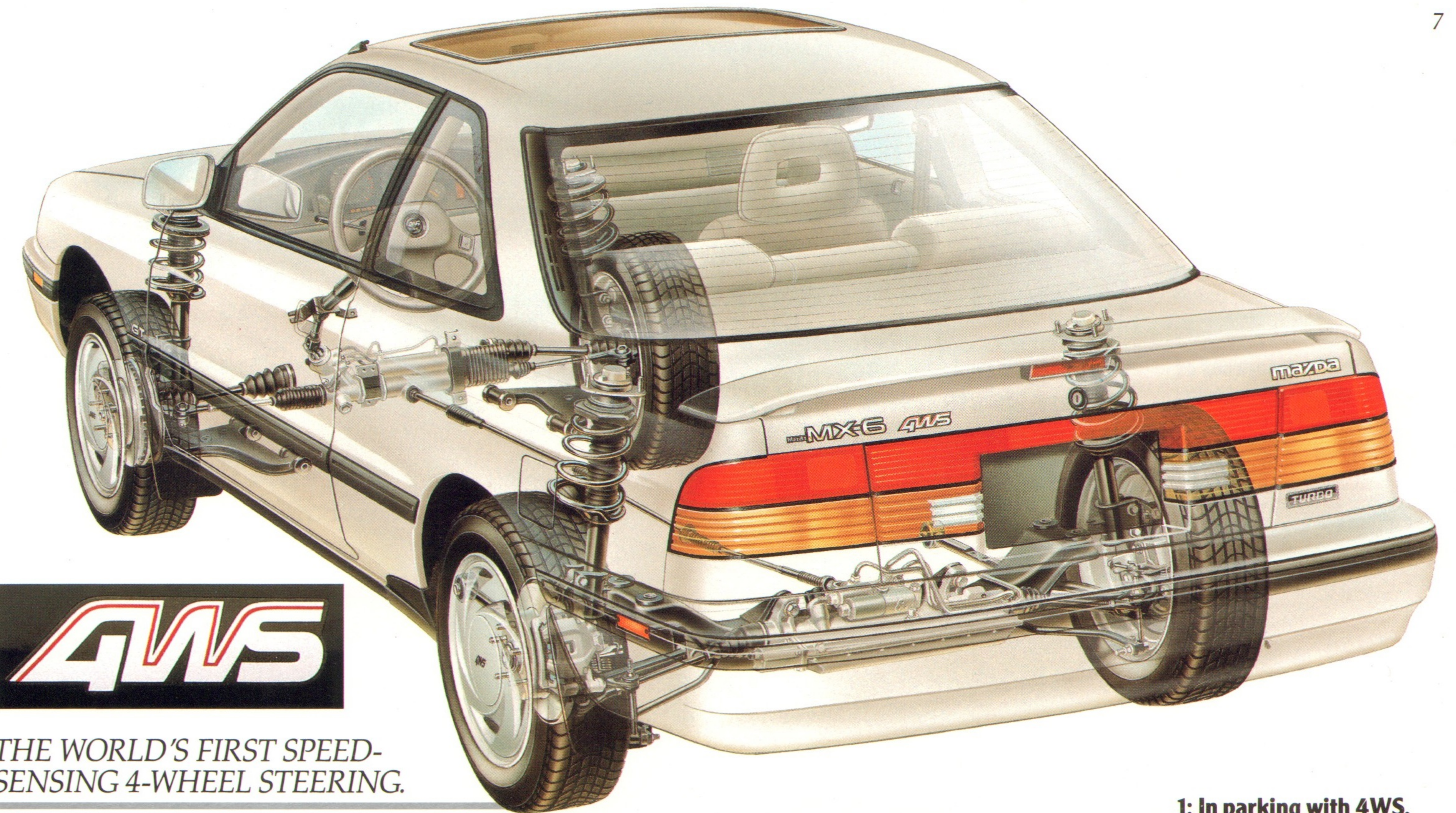
It's an exclusive Mazda technical innovation which enables all four wheels to steer, offering more precise response and greater interaction between you, the car, and the road. And it assists your driving in numerous ways.

It's almost as if 4-Wheel Steering were reading your mind.

Our new top-of-the-line MX-6 4WS

is special in other ways, too. Its 145-hp turbocharged engine can make 0-to-60 happen in a scant 7.4 seconds. And its standard equipment includes power windows, door locks and moonroof, a premium-quality sound system, special alloy wheels and V-rated high-performance tires.

If you like sports-car handling in a world-class sports coupe that's big enough for four sizeable adults, you can't get any closer than MX-6 4WS.



THE WORLD'S FIRST SPEED-SENSING 4-WHEEL STEERING.

The unique Mazda 4WS system is the only one that is sensitive to both the car's speed and steering wheel angle, which makes it particularly effective when you're traveling at higher speeds.

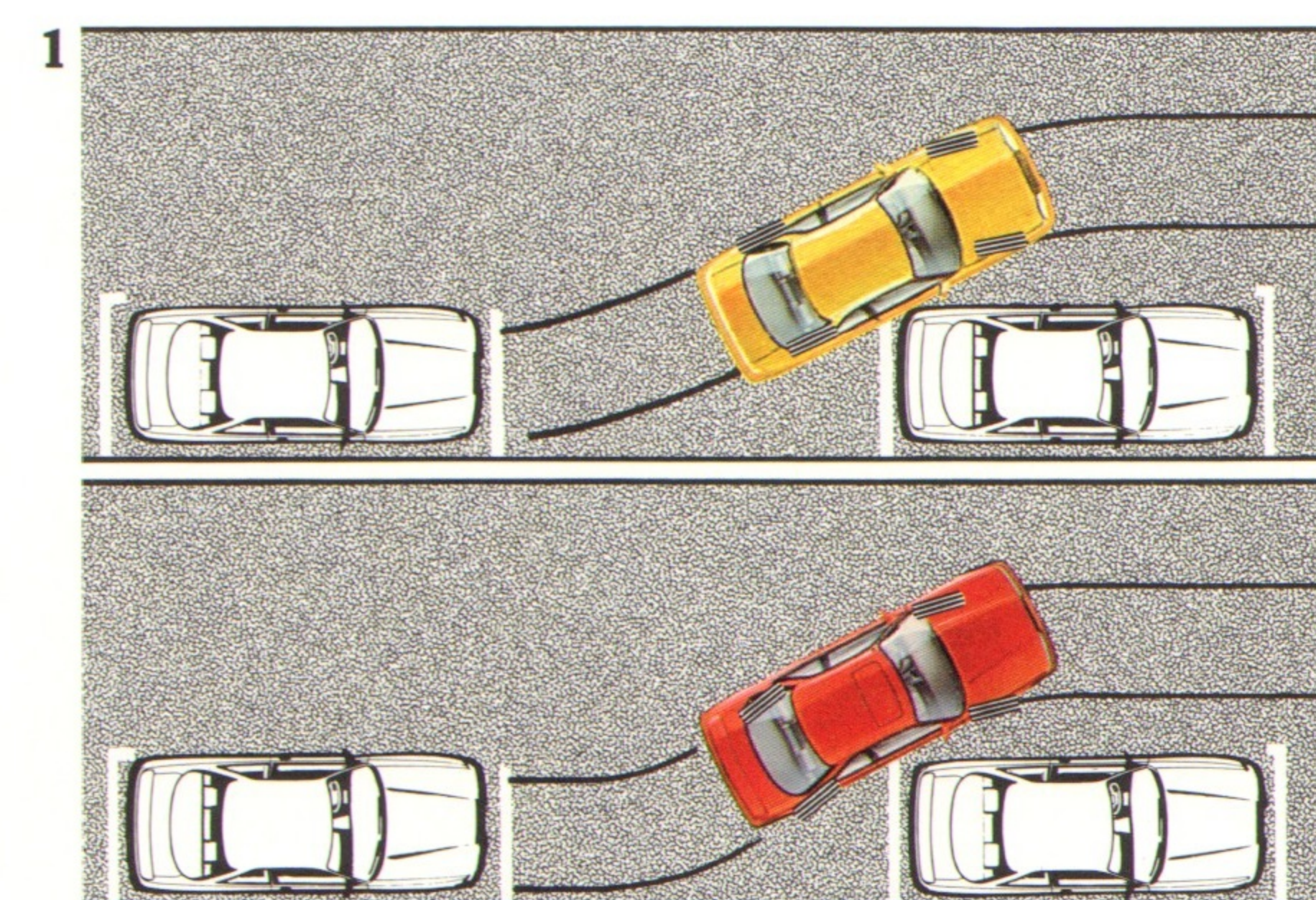
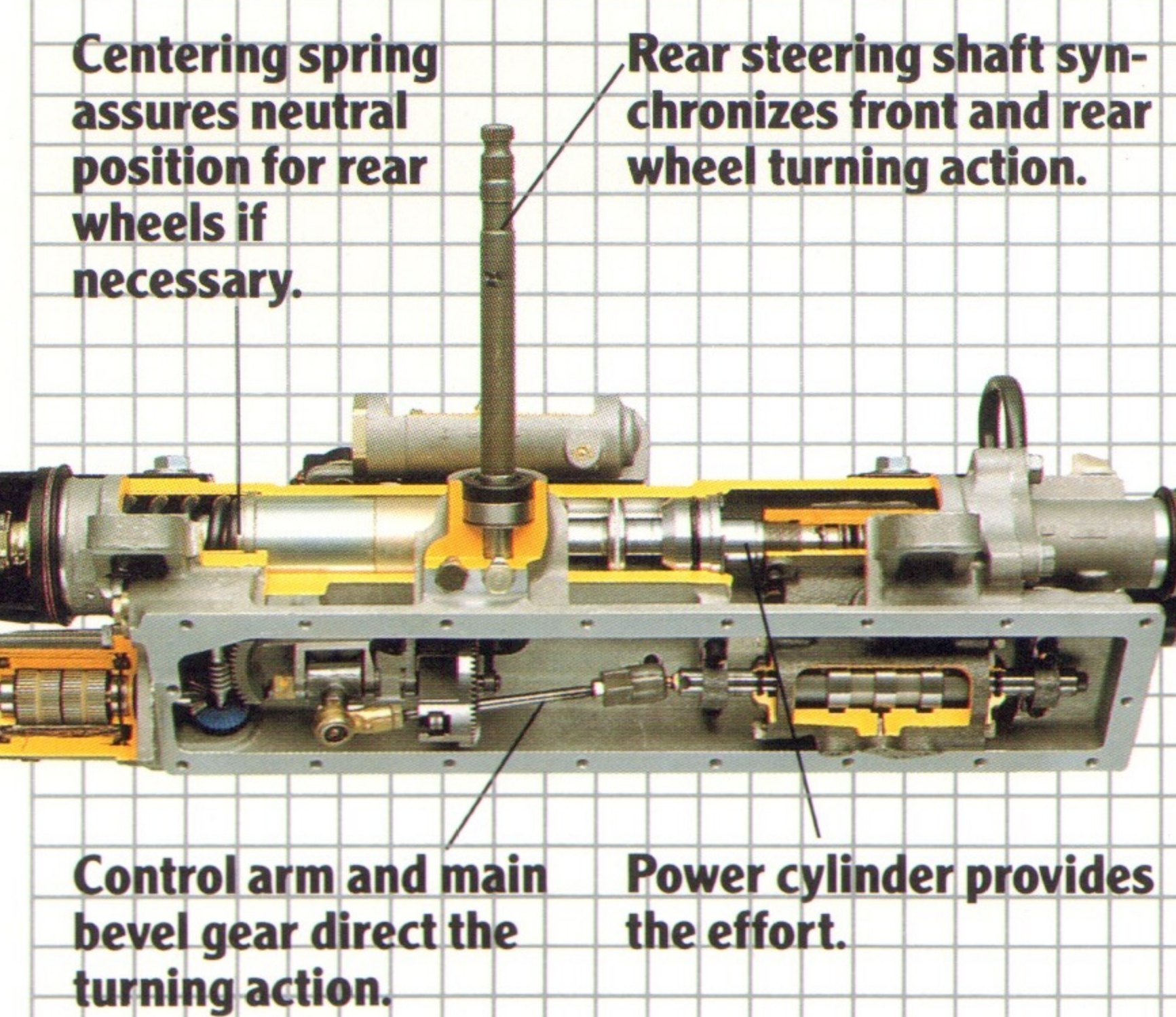
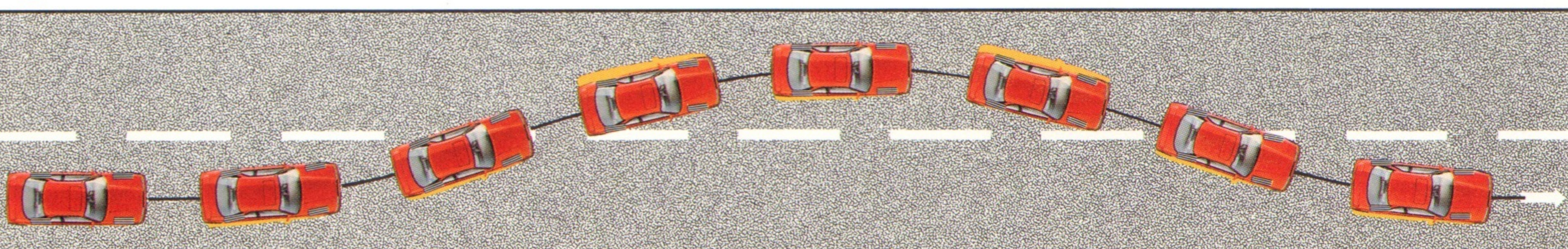
How our 4WS works: Above 22 mph, the rear wheels turn in a limited arc simultaneously with the front wheels—and in the *same* direction—to assist, not resist, your steering command.

Below 22 mph, the rear wheels turn in the *opposite* direction to the front wheels, enabling you to swivel into tight parking spots and track a U-turn tighter than many smaller cars can negotiate.

PRECISE HANDLING, REDEFINED.

Now there's a whole new driving command and assurance waiting for you at the wheel of MX-6 4WS. The agility, the stability, the quickness of response it provides raises your driving to a new sports-carlike enjoyment that no other sports coupe can match.

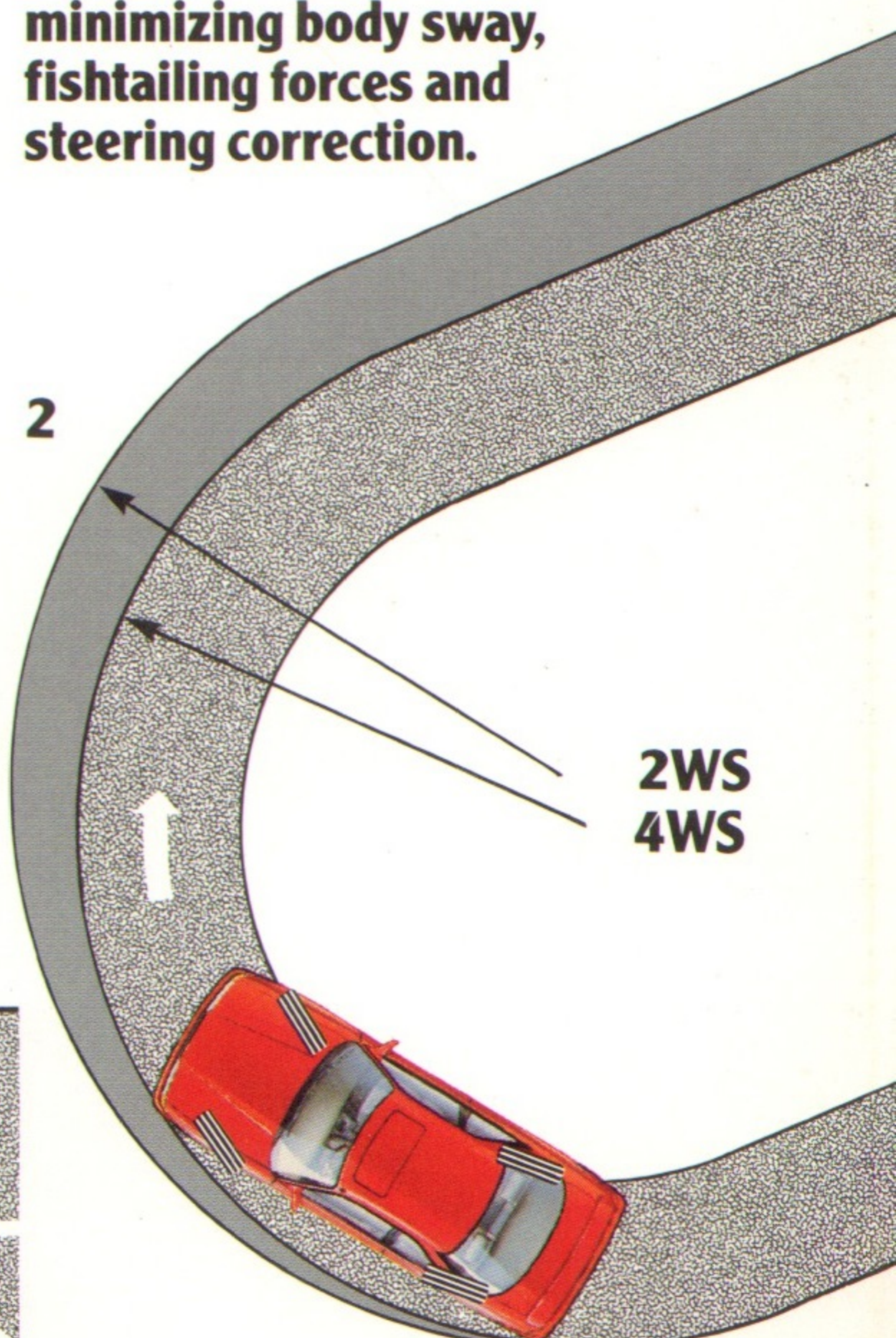
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1: In parking with 4WS, the rear wheels turn in the opposite direction to the front wheels, so you can fit into tight parking spots quicker and easier than ever before.

2: The MX-6 4WS executes a U-turn that's nearly 4 feet tighter than an agile MX-6 with conventional steering.

3: Your lane changes are quicker and truer with 4-Wheel Steering because all four wheels turn simultaneously in the same direction—the turning action begins instantaneously while minimizing body sway, fishtailing forces and steering correction.



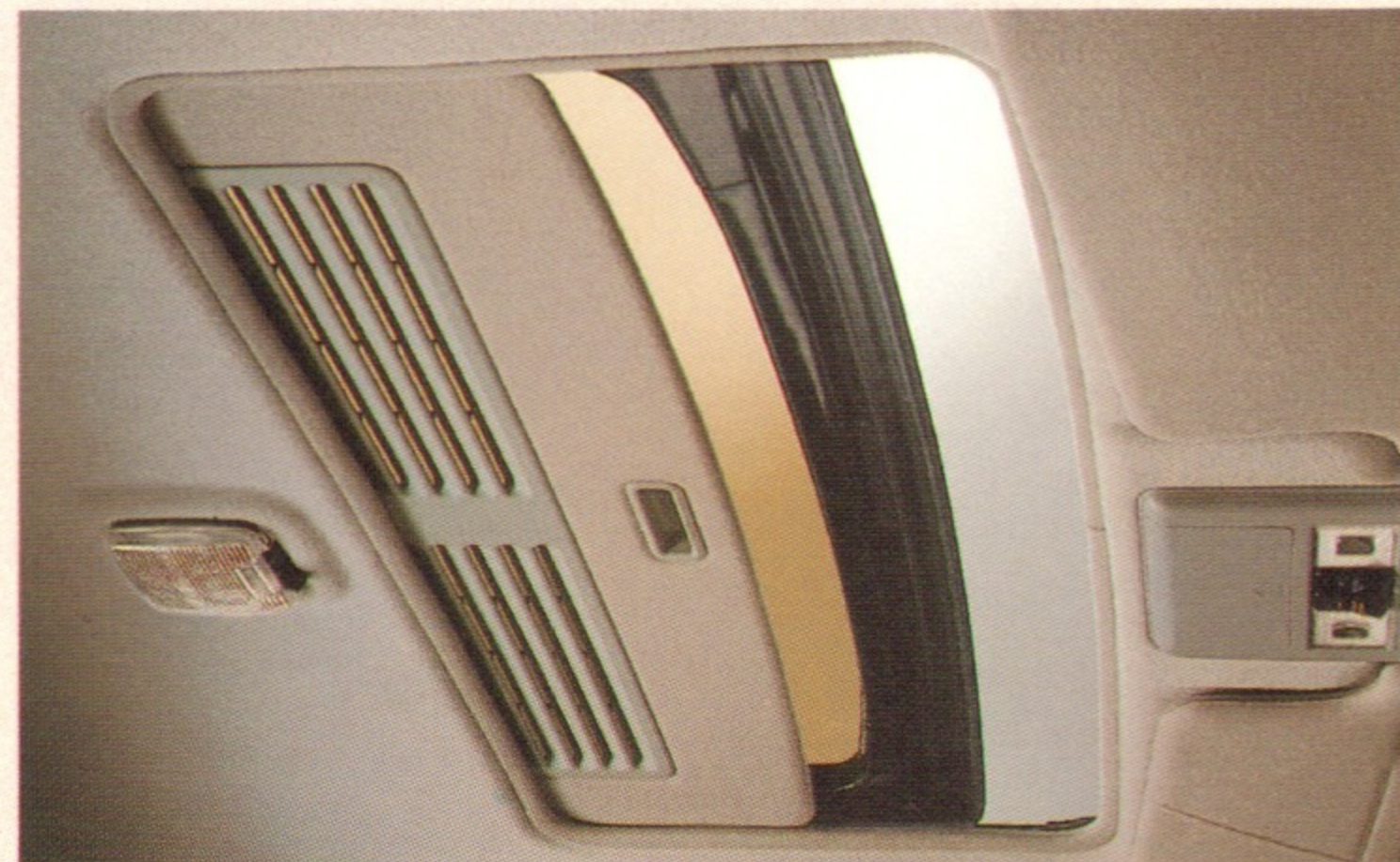
European "status symbols" shudder at what MX-6 unleashes in its turbo GT—0-60: 7.4 seconds.

Power moonroof of smoked glass with interior sunshade is a popular option for MX-6 GT.

Our most potent form of pure sports coupe performance and luxury: MX-6 GT, seen here and on the covers.

The performance part begins with a special turbocharged and intercooled edition of the MX-6 2.2-litre, 12-valve engine. It generates 145 hp at 4300 rpm, 190 lb.-ft. of torque at 3500 rpm—numbers which considerably understate the dramatic impact its virtually lag-free response has upon your driving.

Zero to 60 is a glorious rush of 7.4 seconds—quicker than quoted for many more expensive sports coupes.



As *Road & Track* noted, MX-6 GT "gives you a good swift kick in the back, delivering more pleasure than any mere numbers on a stopwatch."

OTHER DIMENSIONS.

Turbo power alone does not make a spectacular sports coupe; what MX-6 creates in its GT does. Among other things, the GT gives you a sophisticated sports-car-caliber variable-assist power steering system. Electronically controlled and microprocessor-managed, its special sensors monitor both vehicle speed and the

steering angle of the front wheels to provide incredibly precise assistance for every driving situation—from finger-tip-easy turning into a parking spot, to a firm, linear feeling of command at speed.

GT's vaunted performance credentials continue, with high-performance radials upon 15"x6" aluminum alloy wheels, front/rear stabilizer bars, and rear spoiler—all standard. MX-6 GT delivers stopping power to match its go, with power-assist four-wheel disc brakes, the front ones ventilated to further resist fade in hard use.

Finally, MX-6 GT gives you a special three-mode Automatic Adjusting Suspension (AAS). It instantly adapts the ride and handling for any situation, minimizing squat, dive and roll. And GT offers the option of an Anti-lock Brake System (ABS)



MX-6 GT's Automatic Adjusting Suspension being put to the test.

to enhance stability and road control, particularly on slippery surfaces.

THE ULTIMATE SPORTS COUPE.

Clearly, Mazda engineers have masterfully endowed the MX-6 GT with the exotic mechanics that will bring joy to the hearts of sophisticated driving enthusiasts—and fear to the hearts of those making sports coupes wearing far higher price tags.

Nevertheless, the advantages here aren't mechanical alone, as you will see on the following pages. In bountiful space, creature comforts and sheer liveability—as well as performance—MX-6 GT is intended to provide the ultimate—for that, too, is The Mazda Way.



Extraordinary ergonomics, luxury and space need not detract from exhilarating performance on the road.

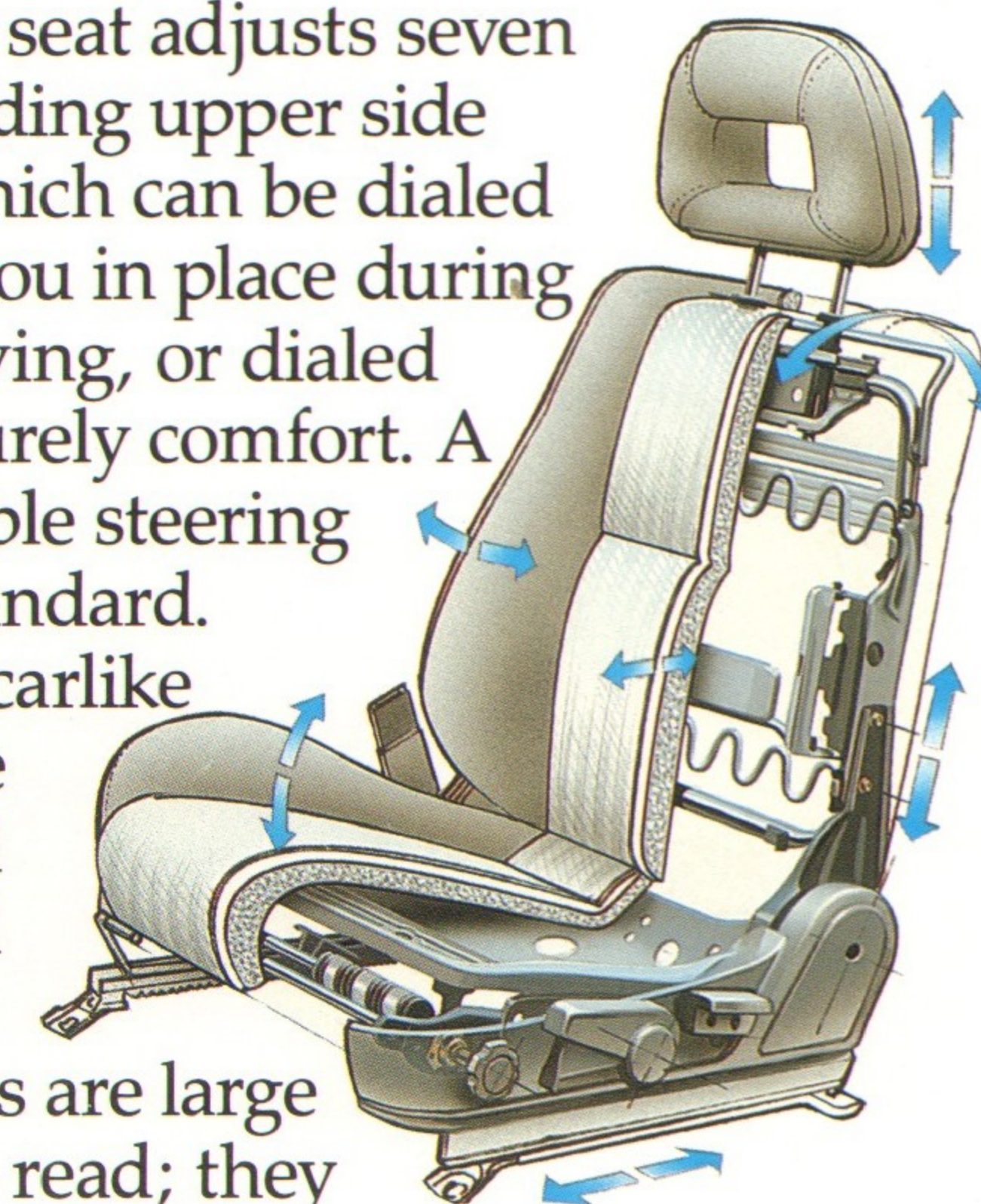


Too often in the past, sports coupes were to be enjoyed in spite of their accommodations, not because of them. That, however, is not The Mazda Way. In this, our third-generation sports coupe, the harmony between driver and machine has reached heights perhaps never before realized in this class of car.

The bigger you are, the more likely it is you will appreciate the extra room you have for your height, hips, shoulders and knees that is often missing in the others.

Front bucket seats are contoured and accommodating: In 4WS, GT and LX, the driver's seat adjusts seven ways, including upper side bolsters, which can be dialed in to hold you in place during serious driving, or dialed out for leisurely comfort. A tilt-adjustable steering wheel is standard.

Sports-carlike controls are easy to find and natural to use. The instruments are large and easy to read; they include a tachometer and analog gauges on all models.



The cockpit in all three models is replete with cruise control, power windows and door locks, dual map lights overhead and a driver's left footrest underfoot—all standard to help effect that harmony. What helps also is a premium-quality AM/FM/cassette sound system with 125-watt amplifier and a center-channel bass subwoofer; plus a 9-band graphic equalizer in 4WS and GT, optional in LX.

This is where harmony of driver and machine is meaningful, indeed.

Door courtesy and overhead lamps in 4WS, GT and LX have a gradual fade-out action after the doors are closed.



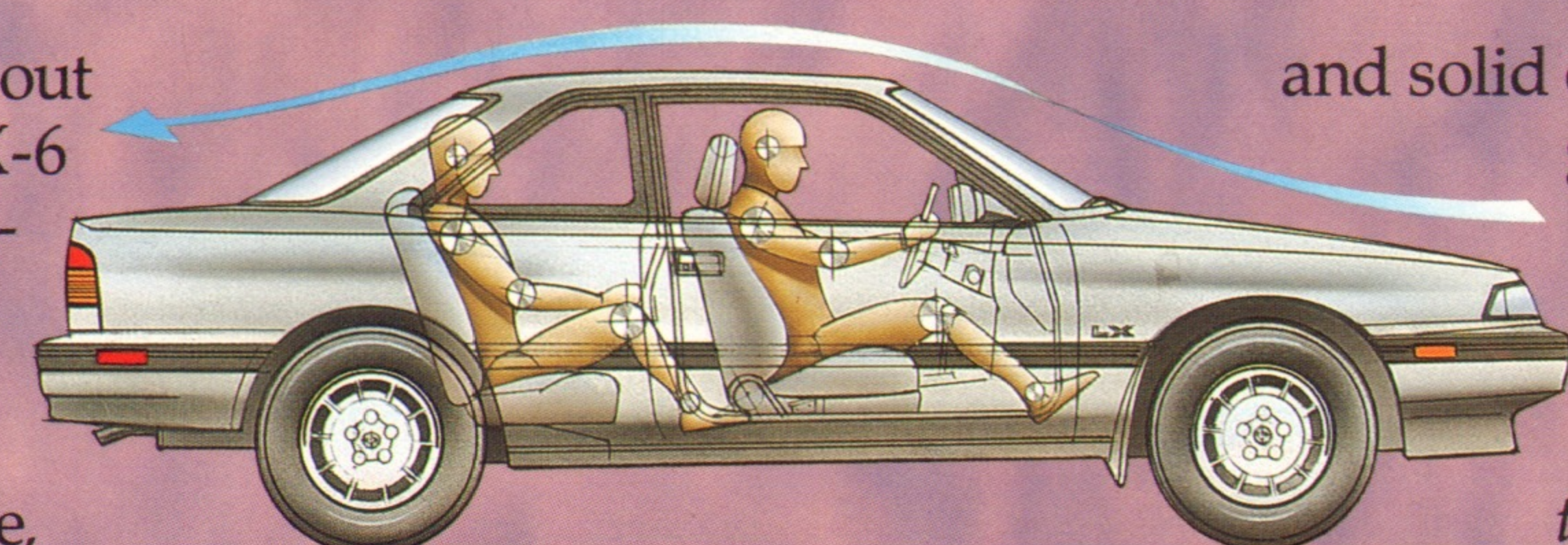
**For many enthusiasts,
the choice between our luxurious MX-6 LX
and sophisticated MX-6 DX is
difficult, indeed.**

Right: Sleek and aerodynamic, MX-6 cheats the wind with its 0.32 Cd, yet affords surprising rear passenger room.

When the flat-out potency of MX-6 turbo performance exceeds the driving requirements of your lifestyle, MX-6 LX and DX

make your choice of a high-spirited sports coupe interesting as well.

Both present the cleanly sculptured look so finely honed it carries a drag coefficient of just 0.32—which is not only lower than some sports cars we could mention, but contributes to fuel efficiency, handling ease and quiet. Both feel tight



and solid on the road. For good reason—Mazda engineers stressed and tested the MX-6 body at length in the design stage to assure its structural integrity far down the road.

For performance, both benefit from a fuel-injected 12-valve 2.2-litre engine with 110 horsepower that feels like more. Power-assisted steering and brakes. A crisp-shifting 5-speed overdrive. And a sporty suspension that's patented and



A scenic drive at sunset in the tranquility of an MX-6 DX.

refined to enhance a sports-carlike action in your driving.

And they share lots of amenities and features. Remote trunk and fuel door releases. Tinted glass. Map pockets on the doors. Intermittent-action windshield wipers. Fold-down rear seatbacks. And there are still more to surprise you, listed on page 17.

Inevitably, the choice comes down to your tolerance for luxury. The LX standard equipment includes an incredible number of items, from power windows and door locks to a premium-quality sound system to cruise control—and offers such options as a sliding steel sunroof, rear wing spoiler and CD player.

So measure your tolerance for luxury, and choose accordingly.



MX-6 delivers two more things not commonly found in sports coupes: Extraordinary room. Civilized comforts.

Right: A power-operated steel sunroof tilts up for ventilation or slides open to the sun and breezes—a popular MX-6 LX option.

Start with the room—it's self-evident in the LX interior you see below. A full 93 cubic feet of it—more than a dozen *extra* cubic feet, compared with those other sports coupes. Rear legroom and headroom are "notably large compared with those of the competition," observed *Road & Track*. Blessed comfort and freedom for everyone all around.



What you don't see below is the cavernous trunk behind the cabin: a huge 14 cubic feet of flat-floored, fully lined, and very packable space.

Again, more than is commonly found in other sports coupes.

In fact, if you're getting the idea that Mazda has significantly improved the harmony between mankind and this sports coupe, that's The Mazda Way.



- 1 Center console in most models* provides dual-level storage: an upper tray for cassettes and such, and a deeper bin beneath.
- 2 Driver's seat for most models* has adjustments for both seat cushion height and angle, plus five more adjustments.
- 3 Power door locks and windows are among the many luxury features standard on most MX-6 models.*
- 4 Complete your MX-6 4WS or GT sound system with a compact disc player with Acoustic Equilibration System.

*Except DX.

This is the technical sophistication which generates spectacular performance.

Engine



Type	OHC, 12-valve 4-cylinder; turbocharged and intercooled on GT and 4WS
Displacement	2184 cc (133.2 cubic inches)
Bore and stroke	3.39 x 3.70 inches
Compression ratio	8.6:1; GT and 4WS: 7.8:1
Horsepower, SAE net	110 @ 4700 rpm. GT and 4WS: 145 @ 4300 rpm
Torque, SAE net	130 lb.-ft. @ 3000 rpm. GT and 4WS: 190 lb.-ft. @ 4300 rpm
Fuel system	Multi-port electronic fuel injection
Fuel capacity	15.9 gallons (4WS: 15.1)

Transmission



	5-speed (DX, LX)	5-speed (GT, 4WS)	Automatic
Ratios: 1st	3.307	3.250	2.800
2nd	1.833	1.772	1.540
3rd	1.233	1.194	1.000
4th	0.914	0.926	0.700
5th	0.717	0.711	—
Reverse	3.166	3.461	2.333
Final drive	4.105	4.105	3.700
Clutch	Single dry plate with hydraulic linkage		
Torque Converter	Lockup type		

Electrical System



Battery	12 volt
	Maintenance-free, 50 amp/hr (cold areas: 55 amp/hr)
Alternator	70 amp
Ignition system	Breakerless electronic

Chassis



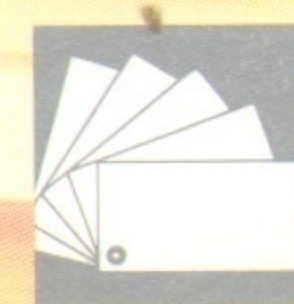
Frame	Monocoque
Front suspension	Independent, strut-type with coil springs and stabilizer bar
Rear suspension	Independent, strut-type with coil springs, Twin Trapezoidal Links (exc. 4WS), and stabilizer bar
Adjustable suspension	Automatic Adjusting Suspension (AAS) with computer-controlled shock-valving, three modes: Standard on GT
Steering	Power-assisted rack-and-pinion Steering ratio: 18.0:1 (DX, LX); 17.1:1 (GT); 14.2:1 (4WS) Steering wheel turns, lock-to-lock: 3.0 (DX, LX); 2.9 (GT); 2.7 (GT w/Auto.); 2.1 (4WS) Turning circle (feet): 35.3; 37.3 (GT w/Auto.); 31.5 (4WS)
Brakes	Power-assisted, with 10.4-inch ventilated front discs Self-adjusting 10.5-inch rear drums (DX, LX) Solid 10.2-inch rear discs (GT, 4WS) Anti-lock Brake System (ABS): Optional on GT
Wheels	5.5J-14 steel wheels: DX, LX 5.5JJ-14 aluminum alloy wheels: Optional, DX and LX 6JJ-15 aluminum alloy wheels: GT and 4WS
Tires	P185/70R14 all-season steel-belted radial tires: DX and LX P195/60VR15 high-performance steel-belted radials: GT and 4WS
Curb weight, pounds	With 5-speed transaxle: 2545 (DX); 2645 (LX); 2745 (GT); 2888 (4WS)

Dimensions (inches)



Wheelbase	99.0	Height	53.5	Legroom: f/r	43.6/31.8
Length	177.0	Track: front/rear	57.3/57.7	Shoulder room: f/r	54.9/53.3
Width	66.5	Headroom: f/r (with sunroof)	38.4/37.8	Cargo volume	14 cubic feet

Exterior Colors



• Noble White	• Winning Silver Metallic
• Graceful Red Mica	• Sunrise Red
• Steel Gray Mica	• Brilliant Black
• Sapphire Blue Metallic	

The Mazda 36-month/50,000-mile warranty

Mazda warrants that the Mazda vehicle will be free of defects with normal use and prescribed maintenance for 36 months or 50,000 miles, whichever comes first, or Mazda will repair any problem without charge. Ordinary maintenance items or adjustments, parts subject to normal wear and replacement, and certain other items are excluded. This transferable, "limited warranty" is free on all new 1989 Mazda vehicles sold and serviced in the United States. See your Mazda Dealer for details.

Information and illustrations in this brochure are based on the latest competitive and Mazda product information available at the time of publication. Some equipment shown is optional at extra cost; specific options may be available only in combination with other options. Specific combinations of colors, interiors, equipment or features may vary from time to time and by geographic area; colors in illustrations may vary from actual upholstery or paint colors due to reproduction and printing processes. Mazda reserves the right to make changes without notice in product content and price at any time.

AND THIS IS THE STANDARD EQUIPMENT WHICH ADDS SPECTACULAR VALUE.

DX Sports Coupe	LX Sports Coupe	GT Sports Coupe	4WS Sports Coupe
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Mechanical Features

Turbocharged and intercooled engine	—	—	S	S
5-speed manual overdrive transaxle	S	S	S	S
4-speed electronically controlled automatic overdrive transaxle	O	O	O	—
Rack-and-pinion steering with engine-speed-sensing variable power assist	S	S	—	S
Rack-and-pinion steering with vehicle-speed-sensing variable power assist	—	—	S	—
Vehicle-speed-sensitive active 4-wheel steering	—	—	—	S
Power-assisted front disc brakes with dual diagonal hydraulic circuits	S	S	S	S
Power-assisted 4-wheel disc brakes	—	—	S	S
Anti-lock Brake System (ABS)	—	—	O	—
Automatic Adjusting Suspension (AAS)	—	—	S	—

Exterior Features

14-inch steel wheels with full wheel covers	S	S	—	—
14-inch aluminum alloy wheels	O	O	—	—
15-inch aluminum alloy wheels	—	—	S	S
P185/70R14 all-season steel-belted radial tires	S	S	—	—
P195/60VR15 high-performance steel-belted radial tires	—	—	S	S
Rear mud guards	A	A	S	S
Rear spoiler with integral center brake light	—	O	S	S
Bright window-surround mouldings	S	S	—	—
Black window-surround mouldings	—	—	S	S
Black door handles	S	—	—	—
Color-keyed door handles	—	S	S	S
Dual black manual remote-control mirrors	S	—	—	—
Dual color-keyed electric remote-control mirrors	—	S	S	S
Variable intermittent-action windshield wipers	—	S	S	S
Dark-tinted upper windshield sunshade band	—	S	S	S
Integral fog lamps	—	—	S	S

Interior Features

Adjustable driver's lumbar support and seat cushion angle	S	S	S	S
Adjustable driver's lateral support and seat height	—	S	S	S
See-through front seat head restraints	—	S	S	S
60/40 split folding rear seatbacks with locks	S	S	S	S
Dot-pattern velour upholstery	S	—	—	—
Diagonal-striped textured velour upholstery	—	S	S	S
Cloth-covered door trim with carpeted kick panels	S	S	S	S
Full console with dual-compartment covered storage	—	S	S	S
Map pockets on driver's and passenger's doors	S	S	S	S
Power windows and door locks	—	S	S	S
Remote trunk lid and fuel-filler door releases	S	S	S	S
Map/reading lights for front seat passengers	—	S	S	S
Door-mounted red/white courtesy lamps	—	S	S	S
Delayed fade-out feature for interior lights	—	S	S	S
Tilt steering wheel	S	S	S	S
Cruise control	O	S	S	S
Anti-theft alarm system	—	—	O	O
Fully integrated air conditioning	O	O	O	O
Oscillating center dashboard vent louvers	—	S	S	S
Push-button electric heater mode controls	—	—	S	S
Electric rear window defogger	S	S	S	S
Electronically tuned AM/FM stereo radio with 40-watt amplifier and auto-reverse cassette player	O	—	—	—
Electronically tuned AM stereo/FM stereo radio with 125-watt amplifier, full-logic auto-reverse cassette player, and center channel subwoofer	—	S	S	S
9-band graphic equalizer	A	A	S	S
Automatic power antenna	—	S	S	S
Power sliding steel sunroof with tilt-up ventilation feature	—	O	—	—
Power sliding glass moonroof with sunshade and tilt-up ventilation feature	—	—	O	S

Codes: S: Standard O: Optional —: Not available A: Dealer-installed accessory

Standard Equipment, All Models:

Exterior

- Color-keyed bumpers
- Black bumper rub strips
- Front air dam
- Lower body side anti-chip coating
- Concealed drip rails
- Wide body side mouldings
- 2-Speed windshield wipers, with intermittent, 1-wipe features; electric washers
- Tinted glass
- Flush side window glass
- Flush-surface halogen headlamps

Interior

- Reclining front bucket seats
- Adjustable front head restraints
- Passenger seat walk-in device
- Lounge-type wraparound rear seat
- Full molded door trim panels
- Full cut-pile carpeting
- Driver's left footrest
- Molded cloth-covered headliner
- 3 Passenger-assist grips
- Fully trimmed luggage compartment
- Luggage compartment lamp
- Full center console with forward storage box
- Illuminated front ashtray
- Illuminated cigarette lighter
- Locking glove box with light
- Day/night rearview mirror
- Illuminated ignition key cylinder
- Passenger's sun visor vanity mirror
- 150-mph speedometer
- 8000-rpm tachometer
- Engine coolant temperature gauge
- Resettable trip odometer
- Digital clock
- Warning lamps for: tail lamp out, windshield washer fluid, low fuel level, door ajar
- Headlamps "on" warning tone
- Heater/defroster with 4-speed blower

EPA Mileage Estimates

24	EST CTY MPG	31	EST HWY MPG
5-Speed			
22	EST CTY MPG	28	EST HWY MPG
Automatic			
21	EST CTY MPG	28	EST HWY MPG
5-Speed GT, 4WS			
19	EST CTY MPG	25	EST HWY MPG
Automatic GT			



The Mazda Way

AN INTENSE COMMITMENT TO
YOUR TOTAL SATISFACTION

The Mazda Way is our expression for a long-held dedication to your satisfaction with your total Mazda experience. It began years ago with a determination to create automobiles and trucks that were a "cut above" the competition—a philosophy which, in fact, has achieved a unique interactive harmony between man and machine.

The Mazda Way now has broadened beyond our products into a corporate-wide philosophy which extends into every facet of Mazda operations as a dedicated concern for your satisfaction with our total services and our long-term relationship with you.

The Mazda warranty now is so complete that it provides "bumper-to-bumper"

coverage of your vehicle for 36 months or 50,000 miles—the kind of easy-to-use, no-deductible, owner-friendly coverage which consumer research has shown us today's buyers prefer.*

Longer, stronger warranty coverage is but one of many efforts in our continuing commitment to increase your satisfaction in The Mazda Way. We are dedicated to enriching that "people-to-people" relationship which can

make Mazda ownership a special experience for you—beginning with a superior product to drive, and continuing with superior attention to your needs and our services to you. *See your Mazda Dealer for details.

That is The Mazda Way.



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