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LUXURY SEDAN

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THE 929

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Luxury. For a select few, it's a personal appreciation of elegant simplicity. Of flowing lines and stirring performance.

And for those few, Mazda has crafted the new 929 luxury sedan.





**F**orm follows function. That's been the watchword of so many luxury car designers, the guiding philosophy behind so many luxury cars. And not without reason. Because up to now, the available technology has limited what could be done. The functional designs had to come first, and then the car would be styled around them.

The result has been many admirable machines. But machines nonetheless, cars that lack an intrinsic passion. And Mazda asked, "Why not create a true original, a luxury car that makes a truly personal statement?"

Abandoning all preconceptions, ignoring the trendy, Mazda engineers rethought the whole concept of a luxury car. Form came first: graceful, liquid styling that plays with light and shadow. Elegant simplicity that belies the four years' development and numerous full-size clay mock-ups behind it.

Only then came function. Without compromise, no longer limited by conventional technology. Advanced chassis design, responsive power, and rear-wheel drive for perfect road feel. Extensive safety engineering. Supercomputer simulations and advanced materials research.

All came together in the new Mazda 929. Revolutionary in concept. Strikingly original in execution. Yet a perfectly natural outgrowth of Kansei Engineering, the deep-rooted Mazda philosophy that considers feelings and emotions as important as supercomputers and specifications. It's a philosophy that's about people: their perceptions and reactions, thoughts and emotions. About driving: countless miles of testing, in every conceivable condition. And about listening to what the drivers tell us—regarding every single mile.

The new Mazda 929 luxury sedan. A car to admire, certainly. But far beyond that, a car to inspire.







Flowing curves, light and shadow, graceful lines—the exterior themes continue inside the new 929, creating an atmosphere that is at once supremely comfortable yet inspiring, enveloping yet exhilarating.

Here, the driver is the center of the car's attention. Nothing has been overlooked in making driving as relaxing as possible, in diminishing stress. Classically simple gauges are easily read, their view unobstructed by the steering wheel. Controls are smoothly integrated into the design. The seats, four years in development, strike the optimum balance of comfort and support.

And everywhere is the look and feel of quality. Surfaces are rich, soft, and luxurious to the touch.

Details extend to the careful stitching of the upholstery and the matched European hides of the available leather trim.

Inside as well as out, the new 929 luxury sedan makes a definitive and personal statement.

WHERE SCIENCE BECOMES ART.

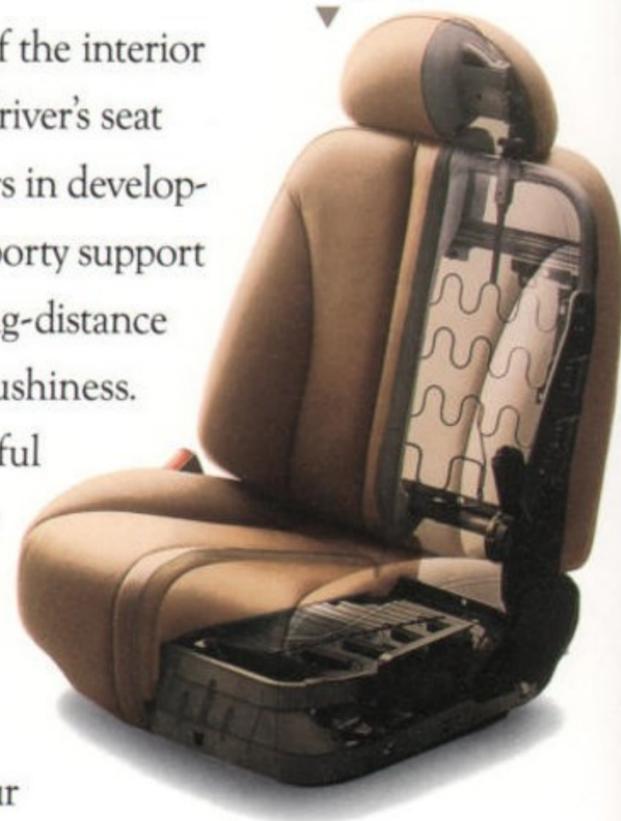
Ergonomics. The applied science of designing machines so that you can interact with them efficiently. Simply put, it's the science of making a car easy to drive.

And it's a science that Mazda, through Kansei Engineering, has elevated to an art in the new 929 luxury sedan. Because you'll discover this interior to be superbly functional, yet pleasing to the senses. And you'll find that the elegant simplicity of

Expansive windows provide excellent visibility in all directions, and light-colored cloth upholstery complements the openness. The lines of the dash, door, and seats blend together smoothly, giving a wrap-around feel that's secure without being confining.

A major part of the interior design focus is the driver's seat itself. Over four years in development, it offers you sporty support without severity, long-distance comfort without mushiness. Thorough and careful basic design replaces a multiplicity of minor adjustments. And proper back support, based on our extensive research, is an integral element. In most seats, lumbar support consists of extra padding in the general vicinity of that part of your

Gentle support for the fourth and fifth lumbar vertebrae helps make the 929 driver's seat especially comfortable and relaxing on a long trip.



Controls for the power driver's seat are on the side of the seat itself so they move with you as you adjust the seat. Adjustments include cushion height and tilt, seatback angle, and fore/aft.



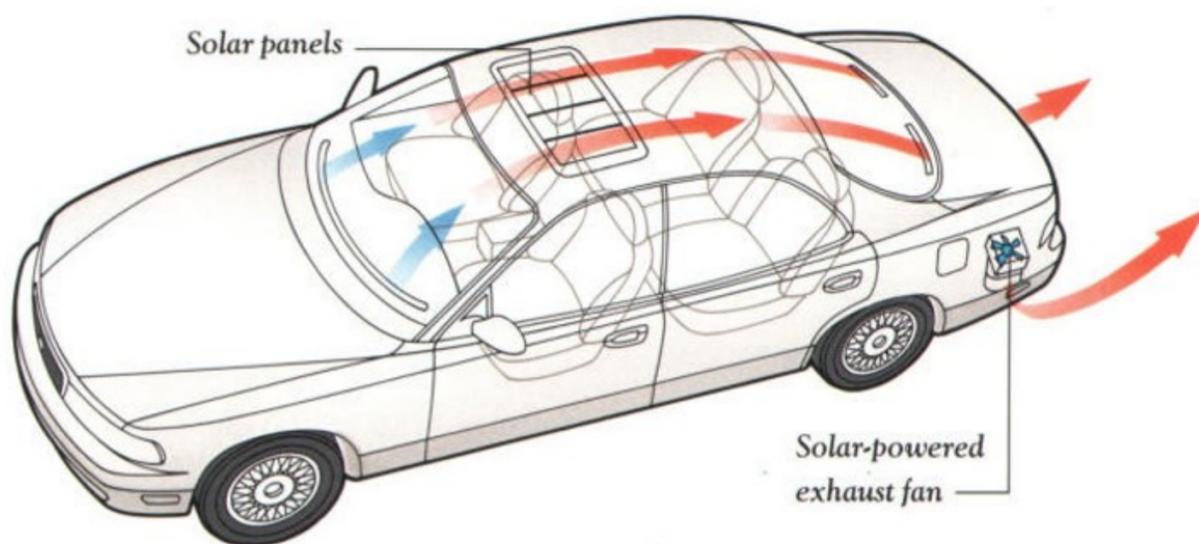
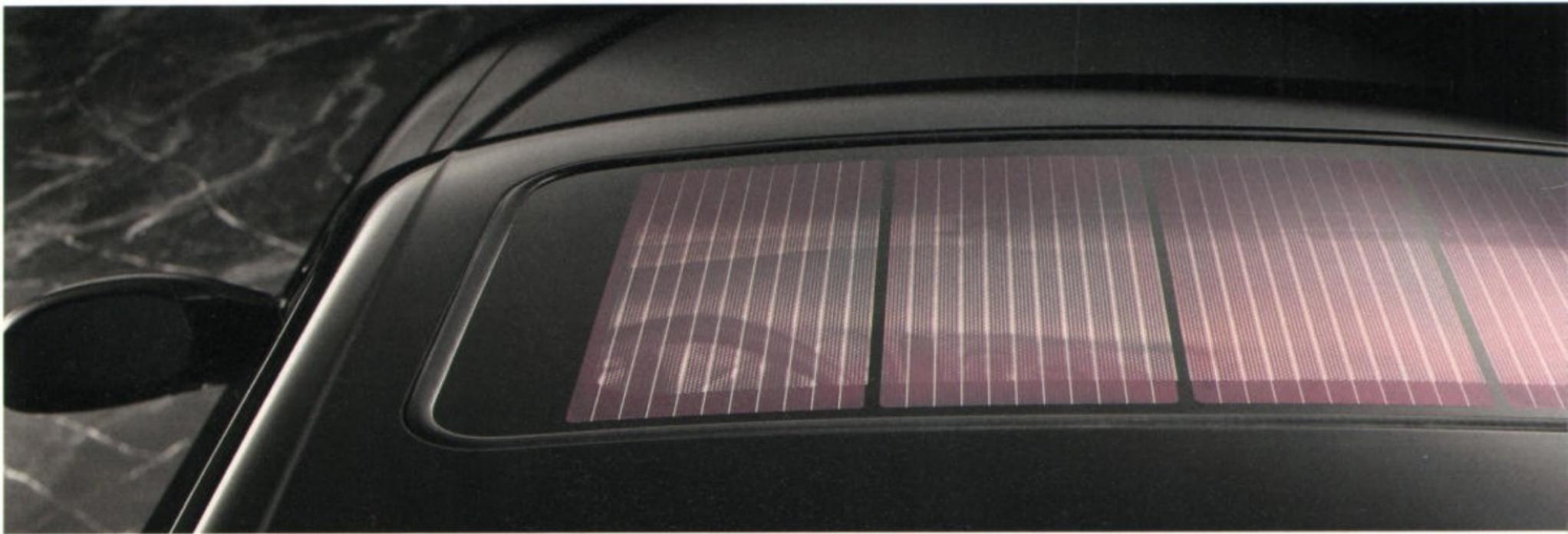
Even the design of the door handles on the new 929 has been very carefully thought out, both from a practical standpoint and an artistic one.



The automatic climate control is just that—automatic. Set it and forget it; a computer governs all operations. But if you want to use the controls, you can override any setting.

the design extends directly to the car's operation, taking you beyond ease and comfort, into the realm of eager anticipation, of inspiration and harmony with the car.

Your involvement begins with the light and open feel of the cabin, transmitting energy and enthusiasm.



back, with adjustments that attempt to compensate for an essential lack of precision. We've provided gentle and precise support for the fourth and fifth lumbar vertebrae, support that is much more effective in preventing fatigue. We also tuned the seat's cushioning to isolate you from road harshness, yet not from road feel.

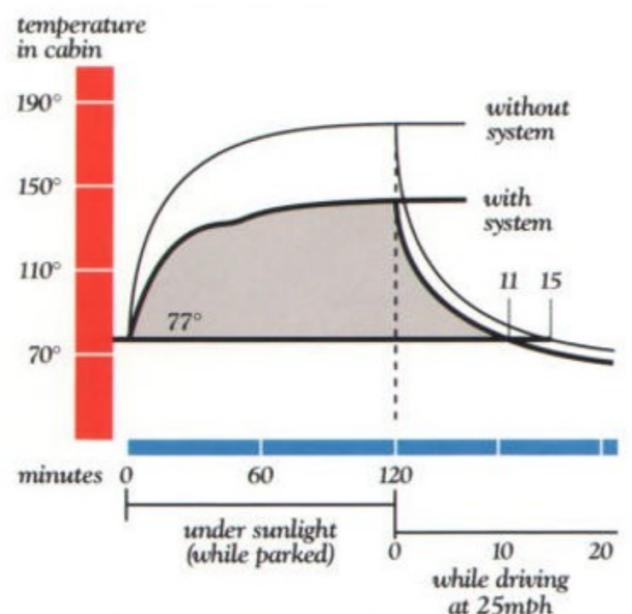
The seat is only one aspect of the driver-centered design. The dashboard wraps around you to create a sense of a special, personal space. Gauges and controls have been reorganized and rethought, in favor of having them useful and accessible to you in real-world driving conditions. So the gauges face

the driver directly, with glare-free legibility. And they're analog, not digital, because you can read dials more intuitively than digits. There's even a classic analog clock, jewellike in its precision. All controls are large and rounded, completely integrated into the overall design and grouped logically so that they're easy to find and operate. Those most frequently used can be reached without your hands leaving the wheel.

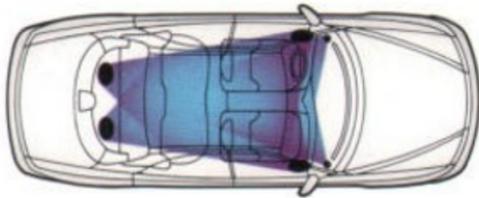
The science of ergonomics tells us how to make the 929 interior functional and efficient. By then adding the human touches that make it elegant and involving, we've raised that science into art.

▲ Leave any other luxury car in the sun, and you'll feel like you're climbing into an oven when you return. Mazda engineers asked, "Why should a car get so hot?" So the 929's optional glass moonroof incorporates a solar panel, and the electricity it produces is used to power a pair of auxiliary ventilation fans in the trunk. When the outside temperature rises above 59°F, one or both fans in a parked 929 automatically turn on and pull the hot air out of the car, completely exchanging the interior air once every minute. When the outside temperature is below 59°F, the solar panels send power to the car's battery to keep it fully charged. This auxiliary ventilation system can also be used at any time to help clear stale air out of the passenger compartment.

REPRESENTATIVE EXAMPLE OF SOLAR VENTILATION ON A 77°F DAY\*



\*Cooling effectiveness will vary with weather, location, and other factors. Do not leave children or pets unattended in the car.



▲ An AM/FM/cassette stereo system with six speakers is standard equipment and you can add a CD player as an option. Speakers are located to give all occupants the best possible sound.

► The 929 Premium Package includes all pre-wiring for a cellular phone. The phone unit itself, separately available,

is integrated into the cover for the console storage area. Features include hands-free operation and memory dialing.

The 929's human touches may begin with the driver, but driver-centered does not mean passenger-ignored. You'll take almost as much pleasure from riding in a new 929 as you will in driving it, because the car's elegant simplicity also includes a complete array of passenger amenities.

As the front-seat passenger, you'll enjoy essentially the same supportive seat as the driver. Choose the available Premium Package and the

passenger's seat includes four-way power adjustments. And if you sit in back, you won't feel as though you've been banished: you'll have plenty of headroom, legroom, and elbowroom. Luxury touches include a rear center armrest, so well thought out that when it's folded down, a panel moves into place to cover the recess.

You can also have the luxury of the expansive glass area for great visibility, without the penalty of excessive heat whenever the sun's out. Because the 929's optional Solar Control glass, part of the Premium Package, reflects 45% of the sun's infrared rays, as compared to 31% for normal tinted glass. To alleviate the heat that does get through, an automatic, computer-governed climate control system keeps the cabin at the temperature you choose. The large fan, powerful and quiet, provides quick and efficient cooling. Sensors then continually monitor temperature inside and out, and the system makes gentle and unobtrusive adjustments to maintain the desired comfort level. There's even a special infrared sensor that helps compensate for sunlight. A careful design ensures that the rear-seat passengers share fully in the comfort.

In chillier climates, you can further increase your comfort with the optional Cold Package. It includes heated seats with individual controls for the driver and front passenger.



► The center console contains a large, lockable storage area that's perfect for storing small items. There are also map pockets in the doors and on the backs of the front seats.



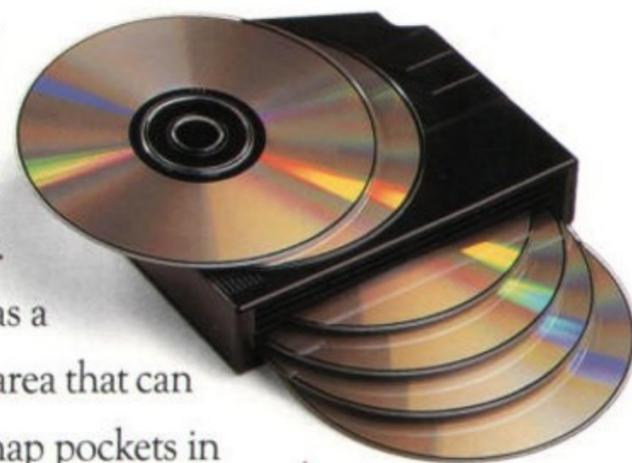
Another essential luxury is the audiophile-quality sound system, standard equipment on the 929. An AM/FM/cassette stereo powers six speakers, placed strategically through the cabin so that all occupants will get rich, full-range sound. You can add a compact disc player too. Or, if you opt for the Premium Package, you'll get even more dramatic sound, with more amplifier power and 12 speakers. Plus a trunk-mounted six-disc CD changer, which you control from a remote panel integrated into the main stereo unit. Following the overall design theme, the stereo controls have been simplified for easy operation, with large, easy-to-find

buttons. Volume and station-scanning controls on the steering wheel add even more convenience.

Mobile communications are becoming essential too, so the 929 Premium Package includes pre-wiring for a cellular phone. The phone itself, a fully integrated unit that includes a convenient memory dialing module on the driver's door, is also available.

Further human touches in the 929 include plenty of places where you can keep maps, sunglasses, and other small items. The center console has a large, covered storage area that can be locked; there are map pockets in the doors, and pockets on the backs of the front seats as well.

As complete as the features are, they never detract from the elegant simplicity of the 929. Because they blend perfectly into an interior that is a single entity, with a single purpose: to serve you.



► The 929 Premium Package includes a trunk-mounted CD changer that holds six discs and is operated from a control panel on the dash.

The deep trunk of the 929 holds plenty of luggage: three large suitcases or four golf bags. The even, rectangular shape makes the space especially useful and the lid opens all the way to the bumper to make loading easy.





## THE POWER WITHIN.

After meeting the challenge of creating sensuous styling, we were faced with another: match that styling with equally inspiring performance. In responding, our engineers demonstrated absolute mastery of the latest in automotive, electronics, and even aerospace technologies.

That mastery began under the hood, with an advanced dual-overhead-cam, 3.0-liter 24-valve V6 that produces 195 hp. This smooth and refined powerplant has an innovative air intake system and comprehensive electronic engine management. More important than the design features themselves, though, are the considerable performance advantages.

In many luxury cars, the engine doesn't really come into its own until it reaches the upper part of its rpm range. We asked, "Why tune an engine for driving conditions that are seldom encountered?" So we gave the 929's V6 plenty of torque at low and medium engine speeds—200 lb.-ft. at 3500 rpm—providing instant throttle response and quick acceleration to help you master a

wide variety of traffic conditions.

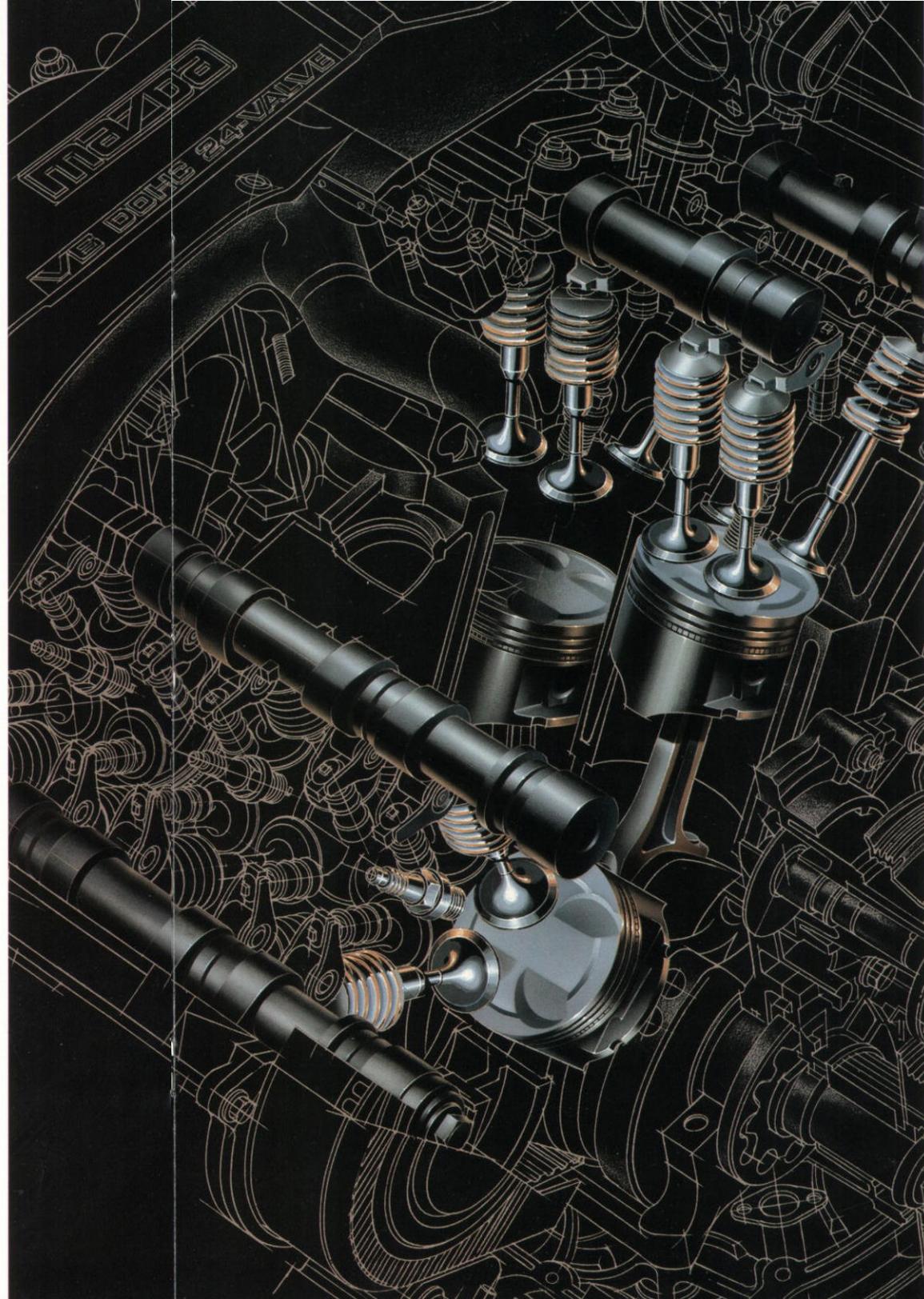
We also tuned the V6 for optimum performance with the 929's newly developed, electronically controlled automatic transmission. The on-board computer helps the engine and transmission work together to deliver shifts so smooth and precise that they're nearly imperceptible. The transmission automatically chooses between a Power mode—when you accelerate hard—and a Normal mode, for routine driving. And you can activate a Hold mode to keep the transmission in a lower gear for climbing steep hills.

Smooth performance on hills is also a priority of the 929 cruise control. In an automotive first, it uses "fuzzy logic"—a form of Artificial Intelligence in which computers behave more like people—to eliminate the annoying continual upshifts and downshifts of typical cruise controls on steep grades.

Because Mazda responded so successfully to the challenges of matching performance and style, you'll be more able to respond to those posed by the road.



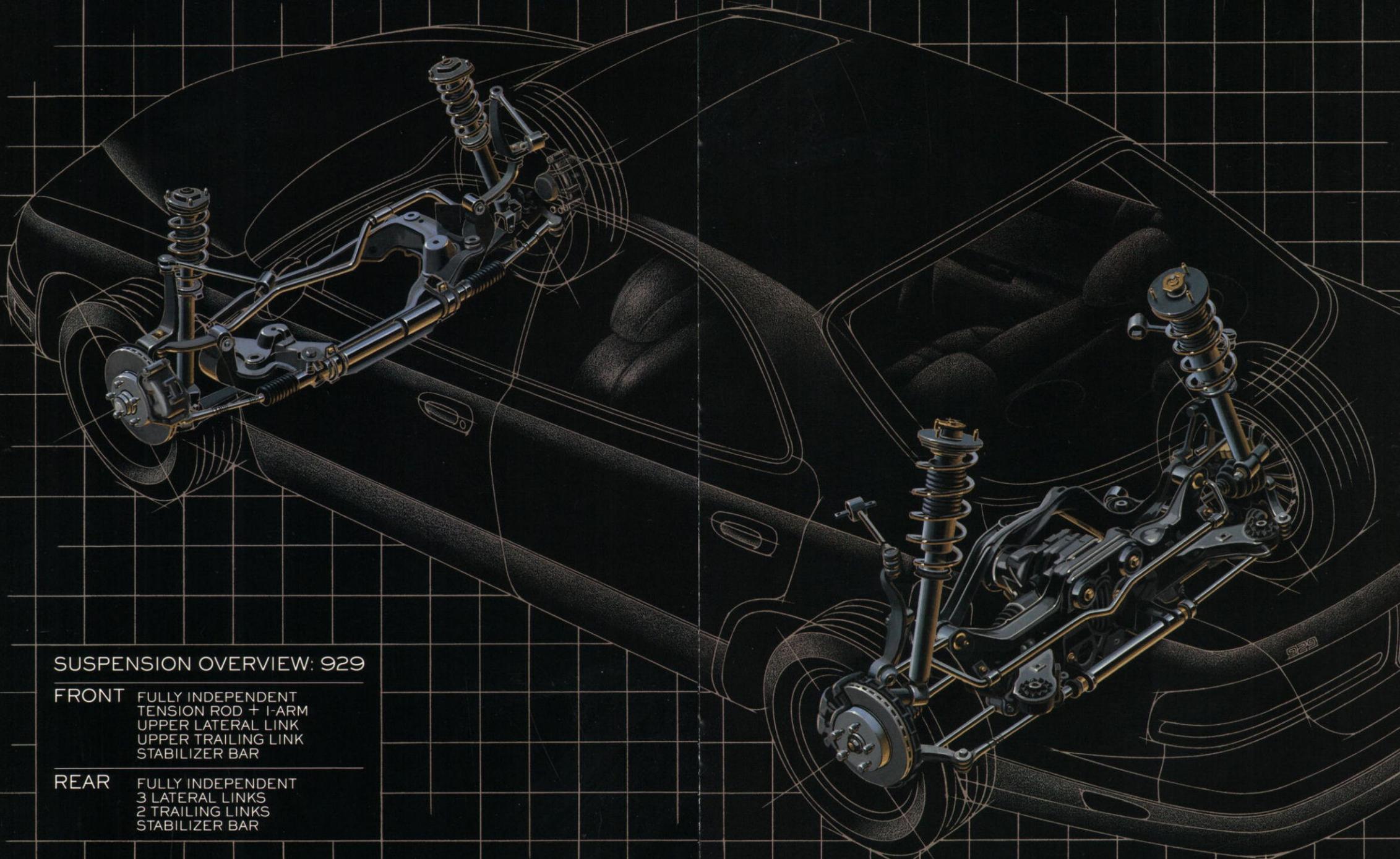
▲ Cam followers ride on high-precision, low-friction needle bearings; in most engines, the surfaces just slide against each other. It's but one example of the steps we took to reduce internal friction for smoother and more efficient operation.



◀ The new Mazda 929's Variable Inertial Charging System greatly increases induction efficiency. Long intake runners give the engine maximum low-rpm torque. At 4500 rpm, short runners open to provide free-revving power. The transitions are so smooth as to be undetectable.

Increasing emphasis on environmental and ecological concerns led to the development of the 929's laminated stainless-steel head gaskets. Not only are they asbestos-free, they're also more durable than conventional designs.

During its development, the V6 engine underwent such torturous testing as constant acceleration/deceleration cycles and long hours of continuous running at maximum rpm. The car may be new, but the components have been proven under stress.



SUSPENSION OVERVIEW: 929

**FRONT** FULLY INDEPENDENT  
TENSION ROD + I-ARM  
UPPER LATERAL LINK  
UPPER TRAILING LINK  
STABILIZER BAR

**REAR** FULLY INDEPENDENT  
3 LATERAL LINKS  
2 TRAILING LINKS  
STABILIZER BAR

## ELEGANCE IN THE RIDE, SPORTINESS IN THE HANDLING.

Elegant and sporty. Twin objectives for the new 929's road manners. And objectives generally considered to be mutually exclusive. But we asked, "Why can't a luxury car be both?"

Answering the question to our satisfaction required the creation of a new-generation suspension. A suspension that gives the 929 a supple and relaxing ride, but with precise responsiveness and exceptional stability. New technologies, original thinking, and Kansei Engineering have combined in a suspension that, in its own way, is as much a work of art as the 929's exterior styling.

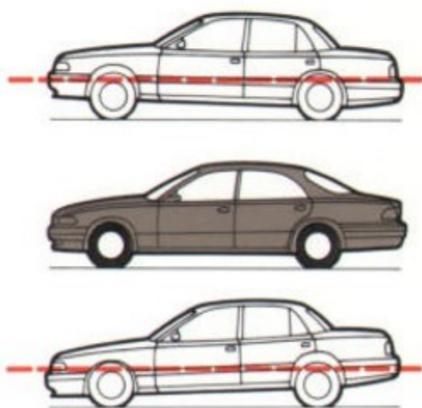
Fully independent, the suspension uses multiple links at all four wheels. The design allowed us to adjust each suspension parameter separately, rather than having to settle for compromised solutions. So, for instance, body roll can be kept to a minimum, yet the 929 will still glide smoothly over rough roads.

In the front, the linkage gives precise and complete control of toe and camber changes, so that the wheels are always at the proper angle

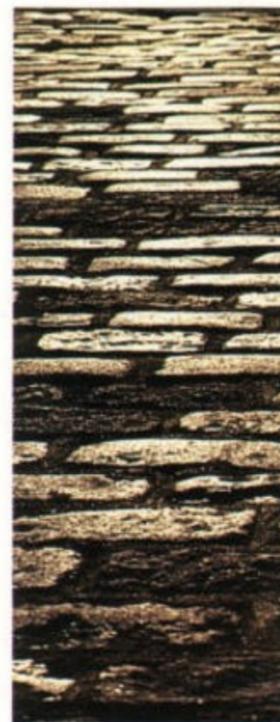
to the pavement to give you the optimum steering response and control. Despite the low hood line, the design allows long wheel travel that improves ride quality. Special oil-filled rubber bushings and precisely tuned rubber mountings help dampen vibrations. A large stabilizer bar reduces body roll without adding harshness.

For the rear suspension, the goal was maximum vehicle stability, achieved by controlling the toe-in and toe-out of the rear wheels during the dynamics of braking, cornering, and accelerating. Mazda has long been an industry leader in this area, and the new-generation multi-link 929 suspension is our best and most advanced design yet.

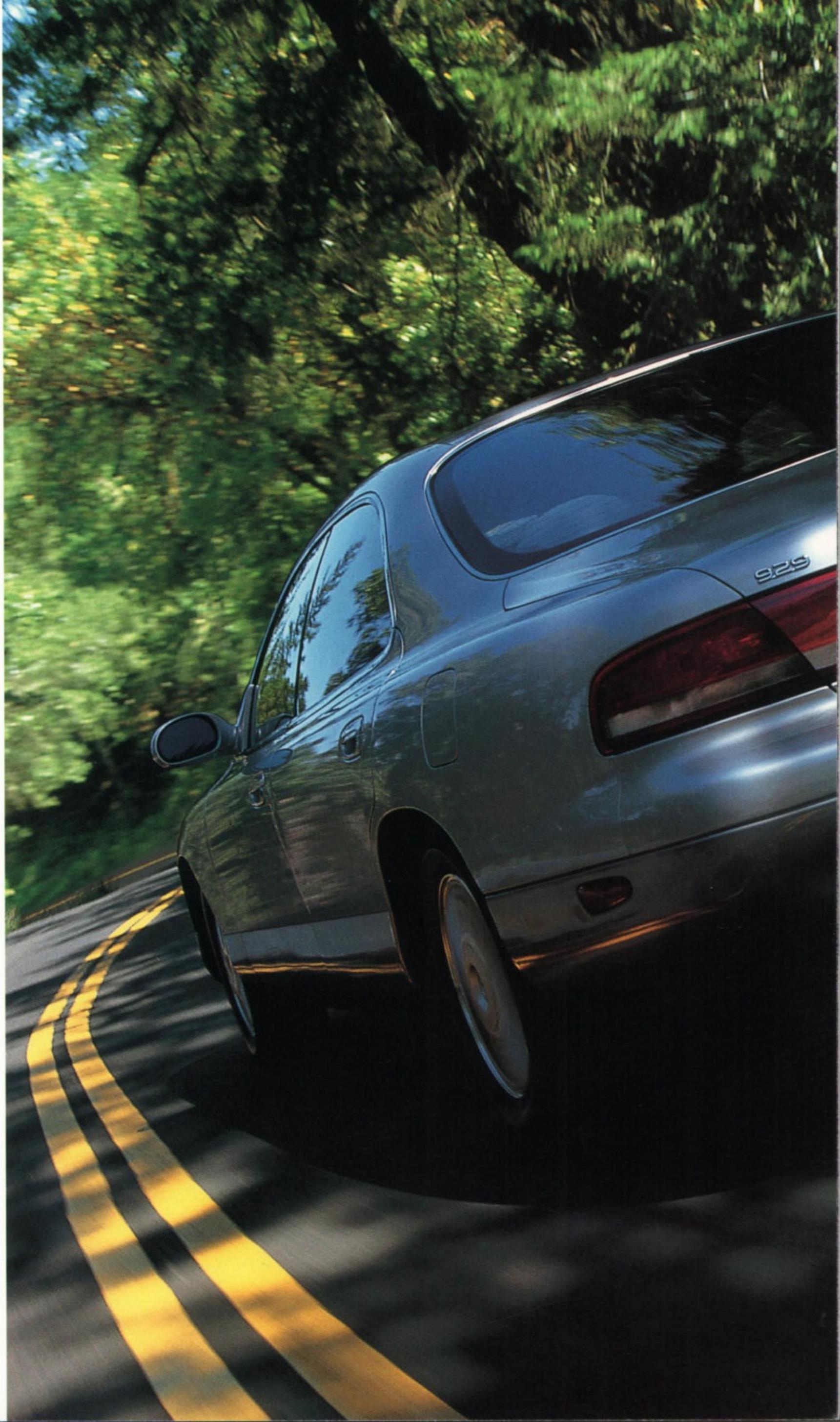
The 929's suspension achieves its objectives: an elegant ride befitting a luxury touring sedan, but with the precise handling of a sports sedan. Indeed, the brilliance of the 929's on-the-road behavior more than meets the promise of its styling.



▲ Among the characteristics that can make a car seem less than refined are the tendencies of the front end to dive during braking, and its rear to squat under acceleration. Excessive dive and squat also detract from smooth control. By optimizing the 929's suspension geometry and carefully choosing the suspension compliances, these attitude changes are reduced to minimal levels. So the 929 always maintains its poise.



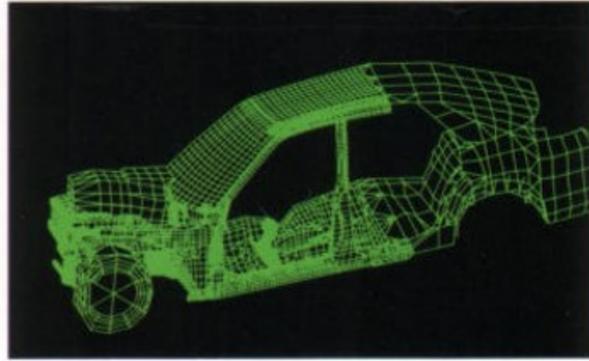
◀ On the Global Road Circuit at our Miyoshi Proving Ground in Japan, we exhaustively test cars—and drivers—on road surfaces that we've duplicated from around the world. Twenty of them, in fact. Like cobblestones, to really test how a suspension keeps its poise. We brought actual 300-year-old cobblestones from Belgium to pave this section of our Circuit. For more typical urban driving, we recreated a unique asphalt surface dotted with manhole covers, plus potholed, deteriorated asphalt. Other surfaces include everything from suburban drives to superhighways to mountain roads. By electronically monitoring the cars, we acquire extensive information about suspension and structural design. And by listening closely to our drivers, we gain valuable insights on how to make our cars feel just right.





## THE UNDERLYING STRENGTH OF THE 929.

► The new Mazda 929 luxury sedan has been through many crashes—on a super-computer simulator. With this tool, Mazda engineers were able to test, refine, and perfect the energy-absorbing characteristics of the 929 structure.



Under the soft and sensuous lines of the 929 lies a structure of exceptional strength and integrity. And while you don't see this part of the car, unseen does not mean unimportant. Because it is this structure that is largely responsible for the 929's solid feel, its quiet interior, the security of its occupants, and, in fact, nearly every aspect of its performance.

Key to designing this structure was our extensive use of advanced computer modeling. Dynamic Modal Analysis and Finite Element Analysis let us look at exact simulations of

various structural designs and subject them to the same stresses that a real car would encounter. We can then actually see where a frame will flex, where a crossmember vibrates, even how the curve of a fender affects its rigidity. And we know exactly where to refine, how best to strengthen and modify every component.

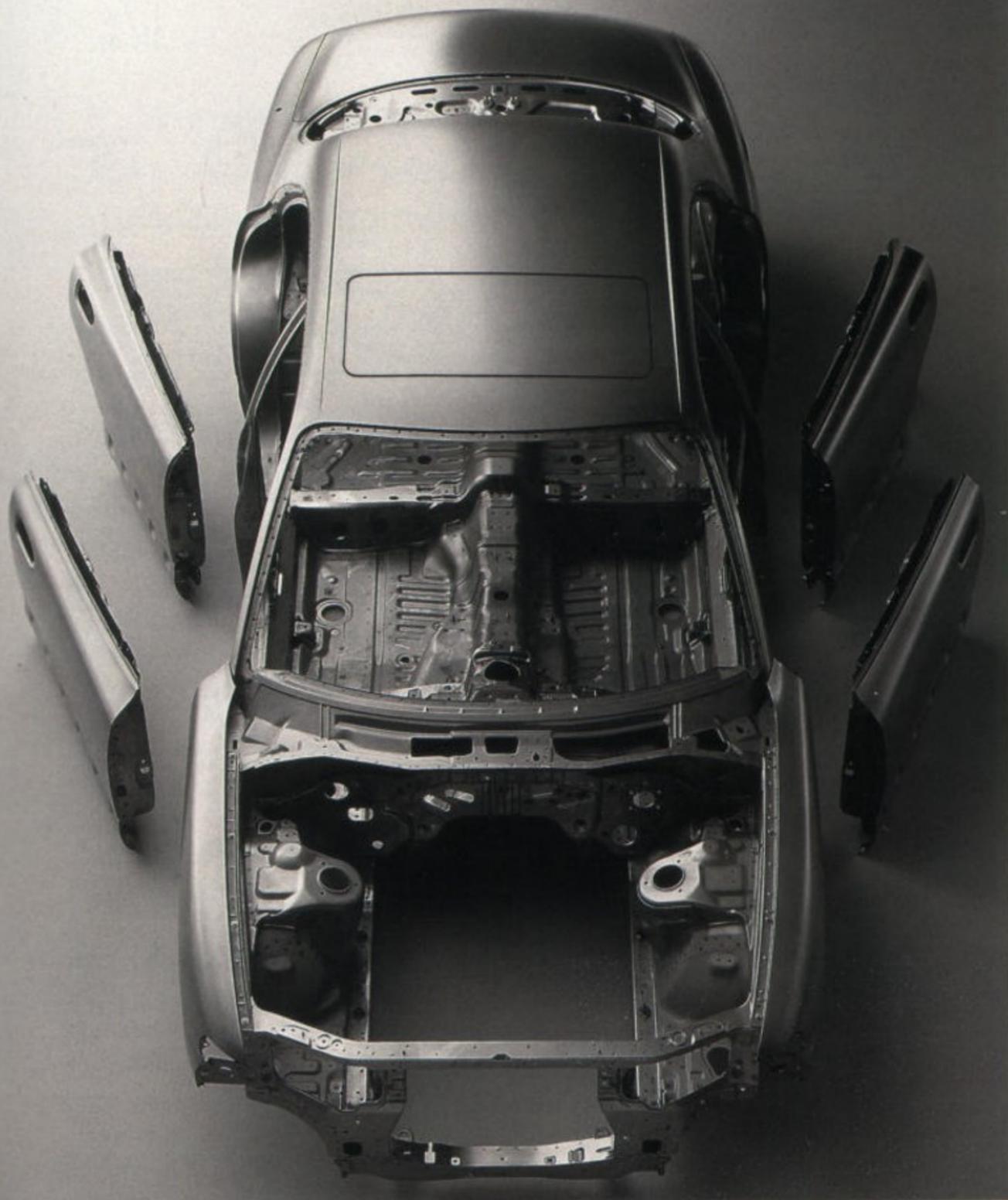
So the 929's structure achieves all of its goals, performs all of its many functions, without compromise. It is strong and rigid, providing a supremely stable platform for minimal twist and flex over irregular road surfaces. Structural rigidity gives the suspension one less variable to deal with so that it can better deal with the variables of the road.

The ride is quiet as well as solid, because the car's structure effectively

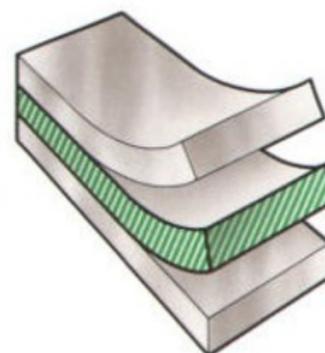
► The 929 offers a very high level of body rigidity so that the car is exceptionally solid and stable under all manner of driving conditions. Computer analysis and simulation helped us design for maximum strength without excess weight.

A special reinforcement beam in each door provides additional resistance to side impacts. Computer-aided design helped us pinpoint the exact size and location of the beam for maximum effectiveness. (Beam highlighted in red for photographic clarity.)





▶ The construction of the partition between the engine bay and passenger compartment is not frequently talked about, because it's usually just a piece of stamped steel. But this partition is the primary insulation between the noise and the heat of the engine compartment and the comfort of the passenger cabin. And Mazda has paid it particular attention



in the 929. Its special laminated construction consists of a composite plastic material with high damping characteristics, sandwiched between two steel sheets to create a barrier to noise, vibration, and heat.

isolates you from road noise, wind noise, and engine noise. The noise-reduction measures include triple seals on the doors, the injection of foam insulation into the pillars, and special composite materials. Even the deflector hinge of the sunroof has been carefully designed to reduce wind noise when the roof is open.

We didn't, however, eliminate all noise. To be specific, we think that the sound of a finely tuned engine under acceleration is a vital part of an exhilarating motoring experience. So when you accelerate hard, you'll hear from the engine—

stirring and inspiring sounds.

As for the structure's other basic function—occupant security—strength and rigidity by themselves are not enough. Energy absorption is a requirement as well. With the help of supercomputer simulations, we designed the 929 so that the engine and trunk sections are “crumple zones” that progressively absorb an impact, greatly diminishing the force transmitted to the cabin.

As a visual experience, the 929's structure may not match the flowing lines of the body. But it is every bit as much a masterpiece.



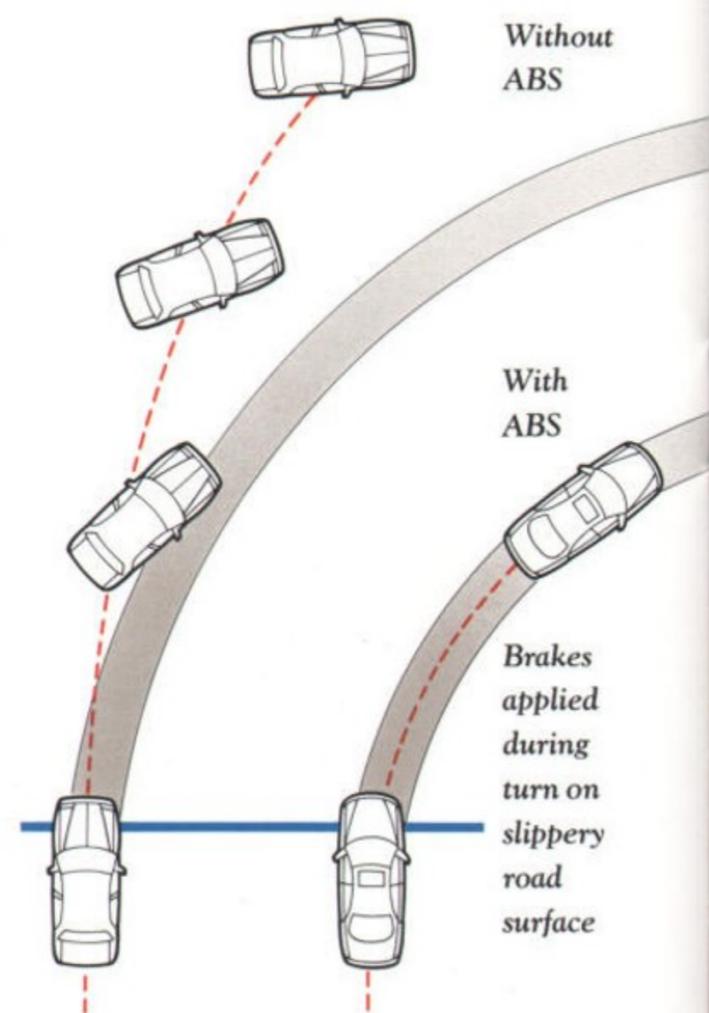
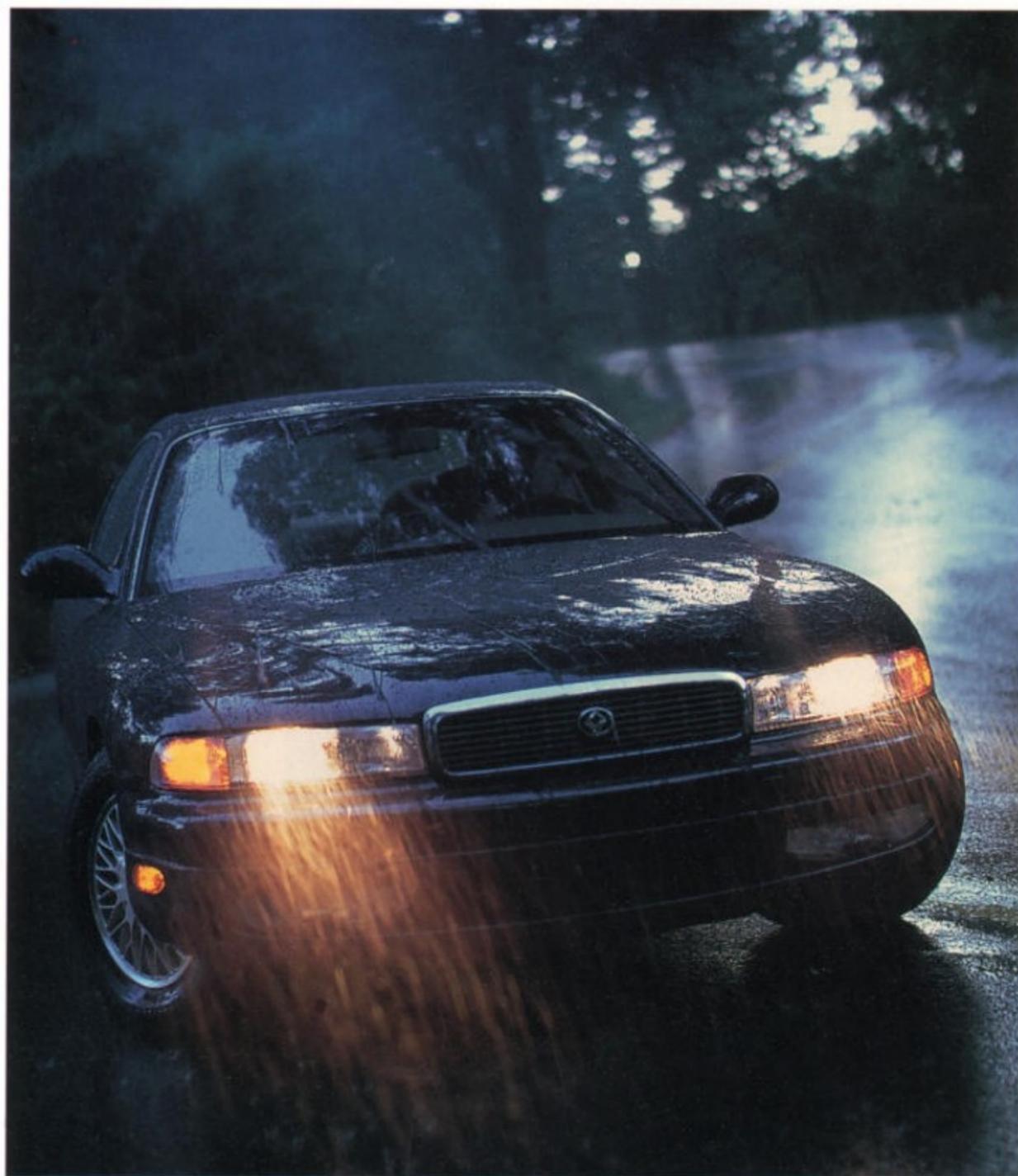
▲ The sturdy latch mechanism behind this graceful-looking door handle is specifically designed to reduce the possibility of the door springing open in an impact.

While a car's structural integrity is important in protecting the occupants, it is not the only factor. In designing the 929 luxury sedan, we have taken many other measures to make the car as secure as possible for you. These start with the general design philosophy—making the car relaxing, responsive, and easy to drive—and proceed to specifics, like the dual air bag restraint systems.

The new 929 is the only car in its class with an air bag Supplemental Restraint System (SRS) standard for both the driver and front-seat passenger. The passenger's air bag

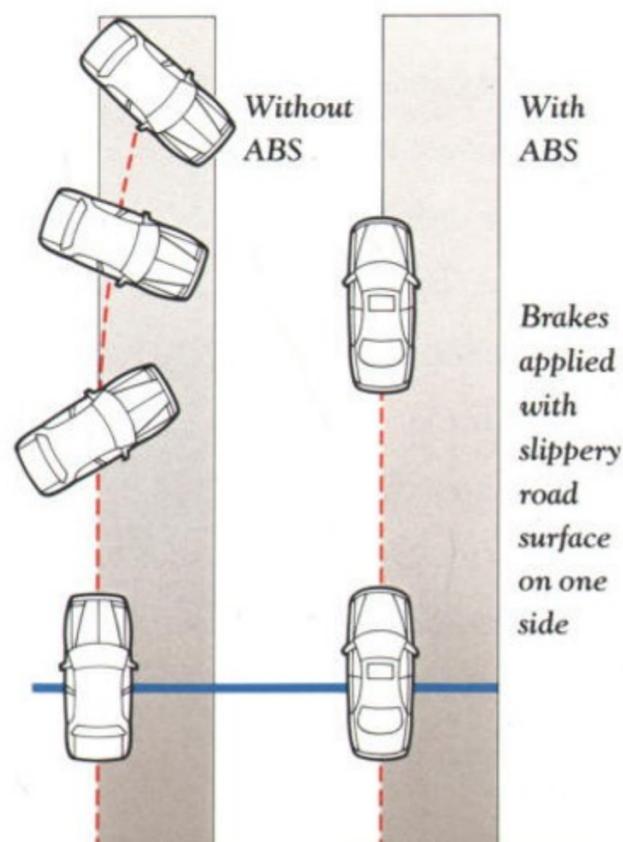
is positioned in the dash so that it deploys straight out for maximum effectiveness. Three sensors and special diagnostic ("fail-safe") circuitry detect severe and potentially dangerous frontal impacts and trigger the air bags, which then inflate instantaneously.

The 929 also has 3-point safety belts for the driver, front-seat passenger, and two rear-seat passengers, plus a lap belt for the rear center passenger. We gave the same careful attention to the design of the belts as to the rest of the 929. So these belts are positioned for your comfort as well as your protection.



By preventing wheel lockup, the Anti-lock Brake System (ABS) of the 929 helps you keep control of the car in hard braking. A rotating wheel has greater traction than one that is locked and is less likely to slide, particularly on slippery roads. So on an uneven surface (below), you can more easily keep the car pointed straight ahead. In a turn on a slick road

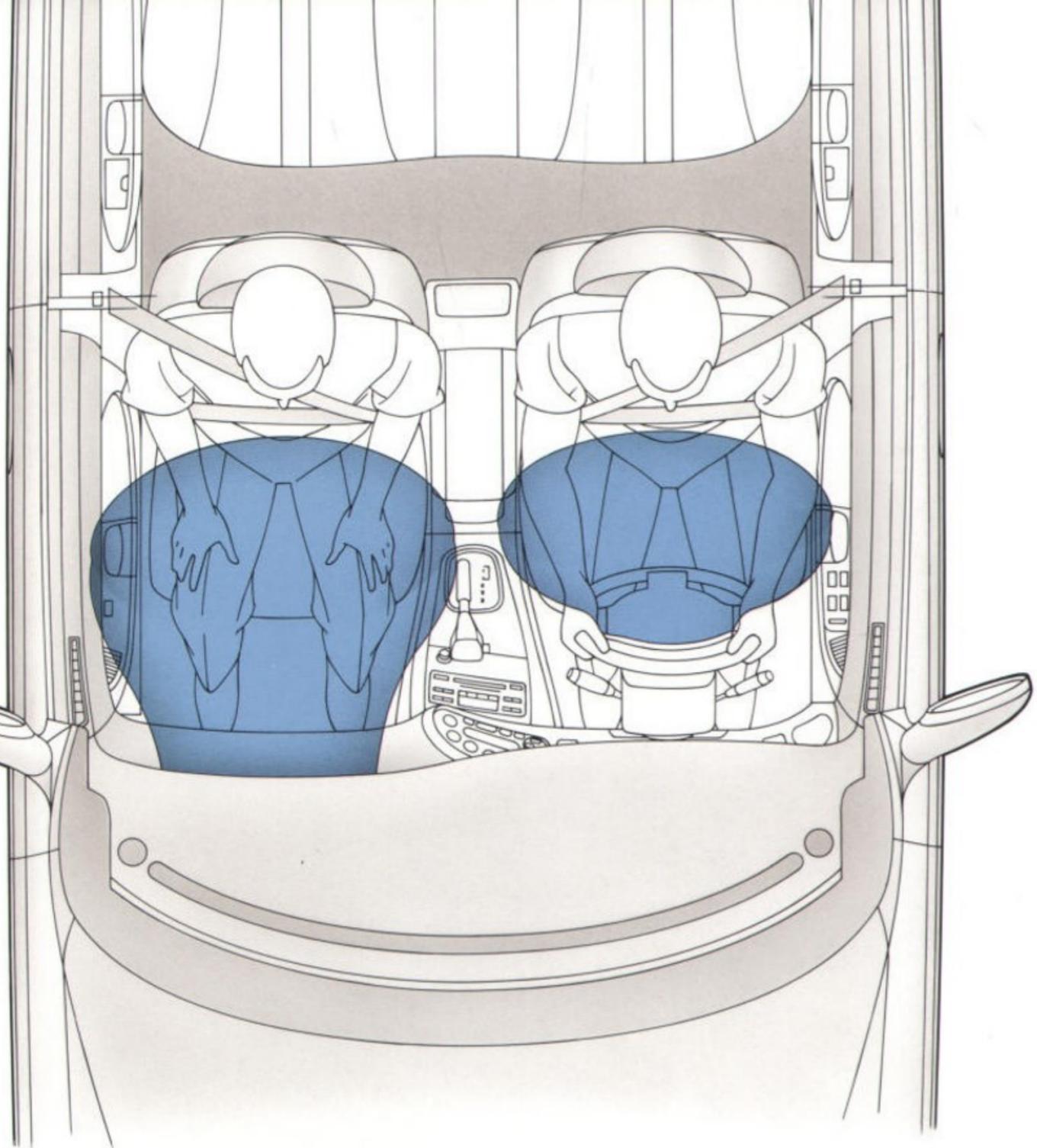
(above), you're more able to maintain steering control and hold your line. ABS is computer-controlled, with special sensors on each wheel to monitor deceleration. If a wheel is about to lock, ABS slightly and momentarily releases the brakes, pulsing many times a second, so that the wheel keeps rotating while effectively slowing the car.



Many other aspects of the new 929's overall design play a big part in occupant safety, even if that was not their primary design focus. For instance, there's the responsive power of the 929's V6. For passing on a two-lane highway or merging onto an expressway from a short ramp, the benefits are obvious. In addition, because of the generous torque at low and medium engine speeds, you don't have to worry about keeping the engine in a high rpm range to get to that power.

The stopping power of the brakes complements the horsepower perfectly. Power-assisted, ventilated discs at all four wheels provide fade-resistant braking, even under heavy use. Ventilating discs disperse heat better, so the brakes are less likely to fade and you'll have full braking effectiveness even after repeated hard stops. A computer-controlled Anti-lock Brake System (ABS) is standard on the 929. By preventing wheel lockup, it helps you maintain control in quick stops.

The same responsive handling that makes a winding road a treat can also help you avoid unexpected things that appear in your path. Bright 4-bulb halogen headlamps will help you see them. And the light and open feel of the interior isn't only for your subconscious well-being. By providing excellent outward visibility, it allows you to



▲ *Dual air bags are standard equipment on the new 929. In a severe and potentially*

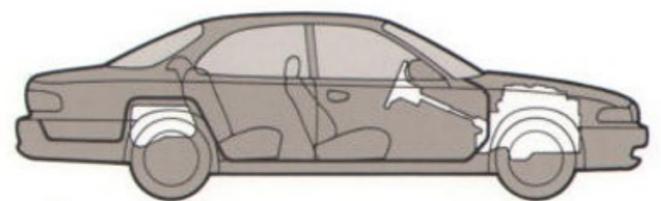
*dangerous frontal impact, the bags will inflate instantly. To be fully effective, air*

*bags must always be used together with properly fastened 3-point safety belts.*

see everything going on around you. Which in turn helps you anticipate what might happen next.

Finally, the 929 can even protect itself from certain less-than-natural hazards. Should someone try to break in, a built-in anti-theft system sounds the horn, flashes the lights, and disables the ignition.

We've done everything we can to make the 929 as secure as possible. So you can relax and enjoy the drive.



▲ *Placement of the gas tank over the rear axle helps improve the front-to-rear*

*weight balance of the 929, contributing to the car's responsive handling.*



**Engine**

Type	V6
Valve gear	DOHC 24-valve
Displacement	2954cc (180.3 cubic inches)
Bore and stroke	3.5 x 3.0 inches
Compression ratio	9.2:1
Horsepower, SAE net	195 @ 5750 rpm
Torque, SAE net lb.-ft.	200 @ 3500 rpm
Fuel system	Multi-port electronic fuel injection
Recommended fuel	Premium unleaded gasoline
Ignition system	Breakerless electronic

**Transmission**

Type	4-speed electronically controlled automatic transmission with overdrive, lockup torque converter, and Hold mode
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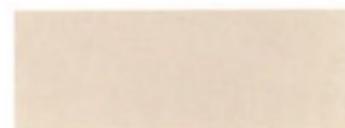
**Dimensions (inches)**

Wheelbase	112.2
Length	193.7
Width	70.7
Height	54.9
Track: front/rear	59.4/59.8
Headroom: f/r	37.4/37.4
Legroom: f/r	43.4/37.0
Shoulder room: f/r	56.8/55.3
Trunk room	12.4 cubic feet

**Chassis**

Frame	Unit body
Front suspension	Multi-link type with coil springs and stabilizer bar
Rear suspension	Multi-link type with coil springs and stabilizer bar
Steering	Rack-and-pinion type with engine-rpm-sensing variable power assist Steering wheel turns, lock-to-lock: 3.6 Turning circle diameter, curb-to-curb: 36.7 feet
Brakes	Power-assisted, with dual hydraulic circuits 10.8-inch ventilated front discs 11.3-inch ventilated rear discs Anti-lock Brake System (ABS)
Wheels	6JJ-15 aluminum alloy
Tires	P205/65R15 steel-belted radials
Fuel capacity	18.5 gallons
Curb weight	3596 pounds

**Exterior Colors**



Ivory



Bordeaux Mica



Mediterranean Teal



Black Forest Mica



Silver Mist Metallic



Midnight Blue



Mahogany Mist Metallic

**Color Combinations**

INTERIOR	EXTERIOR
Taupe	Ivory, Mahogany Mist Metallic, Bordeaux Mica, Black Forest Mica
Slate*	Silver Mist Metallic, Mediterranean Teal Metallic
Gray*	Bordeaux Mica, Midnight Blue

\*Leather-trimmed upholstery only.

**EPA Mileage Estimates (mpg)**

19 city, 24 highway

**Warranty**

The Mazda 36-Month/50,000-Mile Limited 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 1992 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.

**Mechanical Features**

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- 3.0L DOHC 24-valve V6 with multi-port electronic fuel injection
- 4-speed electronically controlled automatic transmission
- Rack-and-pinion steering with variable power assist
- Power-assisted 4-wheel ventilated disc brakes
- 4-wheel Anti-lock Brake System (ABS)

**Exterior Features**

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- 15-inch aluminum alloy wheels
- P205/65R15 steel-belted radial tires
- 5-mph front and rear bumpers
- Accent-color bumpers and lower bodyside mouldings
- Illuminated driver's door-lock cylinder
- Dual body-color power mirrors with heated mirror glass
- Concealed windshield wipers with variable intermittent feature
- Tinted glass with dark-tinted windshield sunshade band
- Compound-curvature side window glass
- Flush-mounted high-efficiency halogen headlights
- Fully integrated halogen fog lights

**Interior Features**

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- 5-passenger seating
- 3-point lap/shoulder belts for outboard seating positions
- Rear center-passenger lap belt with tangle-resistant storage
- 8-way adjustable power driver's seat with 2-way adjustable head restraint
- Fold-down rear seat center armrest
- Tweed cloth upholstery
- Center console with lockable covered storage compartment
- Map pockets on front doors and on back side of front seats
- Enclosed storage compartment in trunk (n/a with Premium Package)
- Power windows with driver's one-touch down feature
- Power door locks with central locking feature on front doors
- Child safety rear door locks
- Remote fuel door and trunk lid releases
- Front and rear map lights
- Courtesy lights with delayed fade-out feature, including door-mounted lights

**Interior Features (continued)**

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- Illuminated driver's and passenger's sun visor vanity mirrors
- Tachometer and engine coolant temperature gauge
- Analog quartz clock
- Leather-wrapped steering wheel
- Leather-wrapped gear selector grip
- Cruise control with steering wheel-mounted controls
- Anti-theft alarm system
- Driver's and front passenger's air bag Supplemental Restraint System (SRS)
- Automatic climate control system with integral air conditioning, automatic temperature control, automatic blower control, front side-window demisters, and sunlight sensor
- Rear window defogger with automatic shutoff
- AM/FM/full-logic auto-reverse cassette stereo sound system with six speakers including two dash-mounted tweeters, automatic power antenna, diversity antenna system, steering wheel-mounted controls, and anti-theft coding system
- Power sunroof with tilt-up ventilation feature

**Options**

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- Leather-trimmed upholstery\*
- Compact disc player (requires leather-trimmed upholstery)
- Premium Package:
  - Leather-trimmed upholstery\*
  - 4-way adjustable power front passenger's seat with 2-way adjustable head restraint
  - 12-speaker audio system with trunk-mounted compact disc changer (6-disc capacity)
  - Pre-wiring for Mazda cellular telephone
  - Solar Control glass for all windows
- Solar-Powered Ventilation System:
  - Sliding glass moonroof with integral solar panels and trunk-mounted ventilation fans (requires Premium Package)
- Cold Package†:
  - Heated front seats, all-season tires, upgraded battery, larger wiper motor, and larger windshield washer fluid tank
- Mazda mobile cellular telephone with hands-free operation and driver's-door-mounted remote memory-dial panel. Integrated with car's audio system for automatic muting (dealer-installed accessory, requires Premium Package)

\*Seats upholstered in leather except for back side of front seats, bottom cushion side panels, and other minor areas.

†Not available in California



Most car companies design most cars to appeal to the greatest possible number of people. So all the design elements are about the same, as vision yields to research statistics and originality gives way to compromise.

But at Mazda, we think a little differently about cars and trucks. Instead of making the usual assumptions and following the crowd, we always ask, "Why?"

We asked, "Why shouldn't every car make a unique statement?" So we design each of our models to not only fulfill its basic purpose, but to appeal to individuals who genuinely enjoy driving. Beyond the inspired engineering and thoughtful design, every Mazda is also the product of our dedication to quality. And we asked, "Why shouldn't a warranty fully reflect the confidence we have in that quality?" So we back every car and truck we make with

a "bumper-to-bumper" limited warranty\* that covers it for 36 months or 50,000 miles, with no deductible.

Our approach extends to the complete attention and services available at your Mazda Dealer. There, you can get answers to all of your questions, including complete information about the special care that is provided to new 929 owners. Then, through Mazda American Credit, your dealer can help you buy or lease the new Mazda of your choice.\*\* You'll also find a Parts and Service Department that provides ready access to Genuine Mazda Parts, and a staff of expert technicians who will help keep your car or truck running like new.

And we continue to ask, "Why?" So that we'll continue to find the right answers for you. Answers that ensure your Mazda car or truck will always feel just right.

**mazda**  
IT JUST FEELS RIGHT.®

\*See your Mazda Dealer for limited-warranty details. \*\*Retail and lease financing subject to approval of Mazda American Credit.

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