We want your new MAZDASPEED3 to be a source of pride, exhilaration and peace of mind for years to come. Which is why, like every new 2010 Mazda sold in the U.S., it’s protected by all of the following:

• A 3-year/36,000-mile‡ “bumper-to-bumper” limited warranty
• A 3-year/36,000-mile‡ 24/7 Emergency Roadside Assistance Program
• A 5-year/60,000-mile‡ limited powertrain warranty
• A 5-year/unlimited-mileage warranty against body rust-through

For details, please ask your Mazda Dealer, visit MazdaUSA.com, or call toll-free 800-639-1000.

‡ Whichever comes first.

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comprehensive new-car factory warranty. So test-drive a new MAZDASPEED3 even more is a fully functional hood scoop, rear spoiler, fade-resistant stopping, it's equipped with ventilated front discs and solid rear disc brakes, ABS, Electronic Brakeforce Distribution and Brake Assist. Aiding and abetting all this fun is a beefed-up, track-tuned fully independent suspension system that greatly reduces body roll. Plus an advanced Traction Control System and Dynamic Stability Control.† To promote straight-line eager grip is a close-ratio 6-speed manual gearbox linked up to a limited-slip differential. Inviting you to go pedal-to-metal are drilled aluminum foot pedals. And gluing it all to the road is a 263-hp turbocharged, intercooled and direct-injected 2.3-liter MZR dynamo cranks out a whopping 280 lb-ft of torque. Topping out at a mind-numbing 155 mph. Awaiting your next jolt is a new, centrally located boost gauge makes it easy to continuously monitor the turbocharger's vital contribution to the engine's formidable output.

Who says you have to sacrifice fast for sensible? The new MAZDASPEED3 on the all new, all that 2010 MAZDA 5-Door, MAZDA3, MAZDA6 and MAZDA5 offers cutting-edge performance that's also civilized enough for daily driving. And our engineers didn't miss a trick. Under the hood, a 263-hp turbocharged, intercooled and direct-injected 2.3-liter MZR dynamo cranks out a whopping 280 lb-ft of torque. Topping out at a mind-numbing 155 mph. Awaiting your next jolt is a new, centrally located boost gauge makes it easy to continuously monitor the turbocharger's vital contribution to the engine's formidable output.

1. Turn Morning Commutes Into Track Days. Power is effectively transferred to the pavement are a torque-sensing conical limited-slip differential, a traction control system and dynamic stability control.† it's nothing short of a high-tech power trip. Blending the best of a 2.3-liter DOHC 16-valve I-4 engine and the punchy efficiency of an all-aluminum MZR design, it features direct-injection spark ignition (DISI) to improve combustion, boost torque and optimize fuel efficiency. With an engine like this, morning javas can now be substituted with jolts of adrenaline.


4. The New MAZDASPEED3. Power is effectively transferred to the pavement are a torque-sensing conical limited-slip differential, a traction control system and dynamic stability control.† it's nothing short of a high-tech power trip. Blending the best of a 2.3-liter DOHC 16-valve I-4 engine and the punchy efficiency of an all-aluminum MZR design, it features direct-injection spark ignition (DISI) to improve combustion, boost torque and optimize fuel efficiency. With an engine like this, morning javas can now be substituted with jolts of adrenaline.


* available only at authorized MAZDASPEED dealers. † dynamic stability control (DSC) is an electronic system designed to help the driver maintain control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether DSC will be effective in preventing loss of control. Please see your owner's manual for further details.