1988

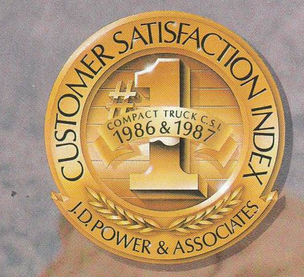
mazda

B-SERIES

TRUCKS

CUSTOMER SATISFACTION INDEX
#1
COMPACT TRUCK C.S.I.
1986 & 1987
J.D. POWER & ASSOCIATES

For the second year in a row, Mazda 4x2 trucks have been rated Number 1 in customer satisfaction. And in a product clinic, the new 4x4 scored higher than both Toyota and Nissan 4x4s over a six-mile off-road/on-road evaluation course.



Mazda proudly presents its 1988 line of small pickups: boldly conceived, developed and dedicated in The Mazda Way to the creation of the world's most owner-pleasing trucks.

For Mazda, its trucks are a significant element in a vision realized: the most complete line of Mazda vehicles in America—each unique in The Mazda Way.

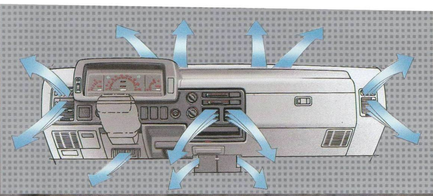
Beginning with the original RX-7 in 1978, it has been Mazda's quest to develop each new generation of its products to ever-higher levels of technical sophistication and enduring quality, to provide a uniquely satisfying and richly rewarding driving experience—to become, in fact, the outstanding standard of value in its field.

Today, that challenge has been met and mastered in Mazda trucks. And in every other Mazda product.

Mazda's involvement in off-road racing goes much deeper than simply taking another trophy. The knowledge learned from the experience goes into the creation of every Mazda truck. So the real winner is you.

For 1988, a strong step bumper will help protect the tailgate of every Mazda SE-5 and LX two-wheel drive pickup. It's just one of many standard features.

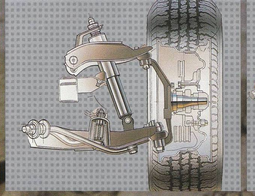
Mazda's front/rear tracks are among the widest in its class. So cornering is flat and stable.



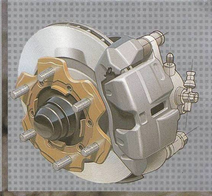
With a choice of ventilation, heat or optional air conditioning, Mazda's climate control system allows you to create your own climate by fine tuning the most comfortable amount and temperature of air.

A 4-speed automatic transmission with overdrive fourth is optional on all 4x2s.

Sporty yet very practical, the SE-5 Cab Plus greatly expands behind-the-seats cargo space and offers the option of forward-facing jump seats—fold-away seats for two adults.



Featuring torsion-bar springs, the front suspension provides superb handling as well as a smooth ride.



Ventilated front discs, semi-metallic pads resist heat-induced fade.

In two separate studies, Mazda trucks emerged Number 1–a fitting tribute to intelligent engineering.

Each year, J.D. Power and Associates–a leading independent automotive marketing research firm–surveys the owners of trucks, vans and sport utility vehicles, to evaluate their satisfaction with their trucks–and dealer service. And for the second year–1986 and 1987–Mazda 4x2 trucks and Mazda dealer service were rated Number 1 in providing overall customer satisfaction.

In the meantime, an independently conducted 4x4 evaluation clinic compared Mazda's lowest-priced 4WD pickup with Toyota's and Nissan's. One hundred forty owners of domestic and imported small trucks drove each 4x4 over a six-mile off-road/on-road course. While rating them on 44 specific attributes.

The results were impressive. Mazda scored higher than both Toyota and Nissan on all 11 off-road driving tests–and on overall handling, steering, ride comfort, seat comfort and street performance as well. A most satisfying reward for intelligent engineering.

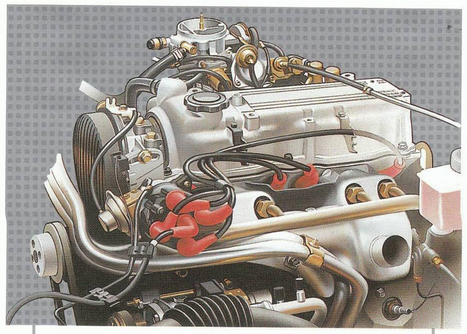
And intelligent engineering is the key to creating a successful small truck. Because a small pickup has to be so many different things to so many people.

It must serve as quiet, comfortable transportation, a cargo carrying truck and, if 4WD, a capable off roader as well. All together in one great low-priced vehicle.

Quite a challenge! But Mazda engineers thrive on challenge. And with their new trucks, they've succeeded again. Commendably.

THE SECRETS TO THEIR SUCCESS.

For the 4x2, they created a 2.2-litre four-cylinder engine. One that



A 2.2-litre Four is designed to produce its greatest torque–118 lb.-ft.–where a truck needs it most–at a low rpm.

provides the type of performance that's expected of a sporty cargo truck. Torque builds quickly and peaks at a low engine speed, 118 lb.-ft. at 2500 rpm, to supply the pulling power that's needed to move a big load. And so important for quick, smooth acceleration.

The base transmission is a 5-speed, with a fuel-efficient overdrive fifth. Its gear ratios have been designed for the 2.2 engine so there's always a gear that's right for the job.

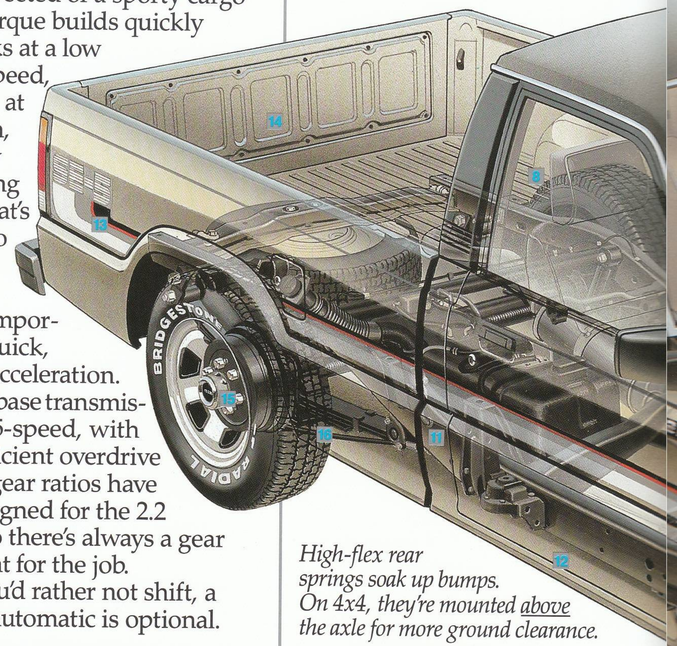
If you'd rather not shift, a 4-speed automatic is optional.

NOT JUST ANOTHER 4x4

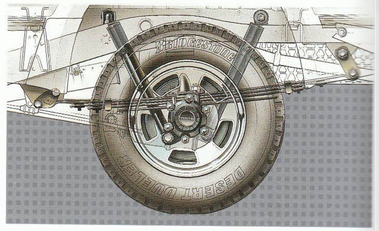
Mazda's 4x4 pickup is more than a great 4x2 with 4WD. Afterall, to outscore both Toyota and Nissan, it's got to be. This entire truck has been designed for rugged terrain.

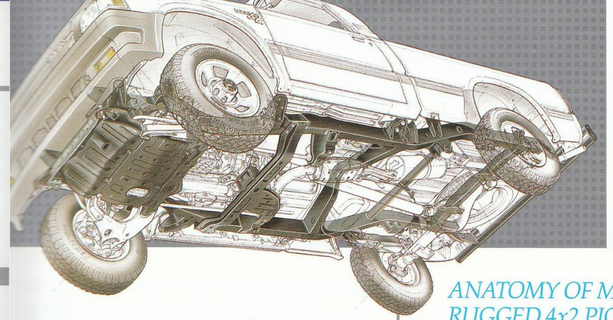
Its engine, for example, is not the 2.2 but a 2.6-litre 102-hp Four–the largest four cylinder in any pickup. And like the 2.2, its torque peaks early at 2500 rpm. A special 5-speed overdrive combines with a 2-speed transfer case and 4.44:1 axles to provide an overall first gear ratio of over 35:1–low enough to get the most torque at the slowest speeds.

P215/75R15 all-terrain steel-belted radials combine with overslung rear springs to create a running ground clearance of 10.5 inches–one of the tallest in its class. And variable-assist power steering–a standard feature–helps

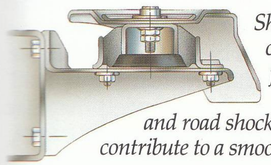


High-flex rear springs soak up bumps. On 4x4, they're mounted above the axle for more ground clearance.



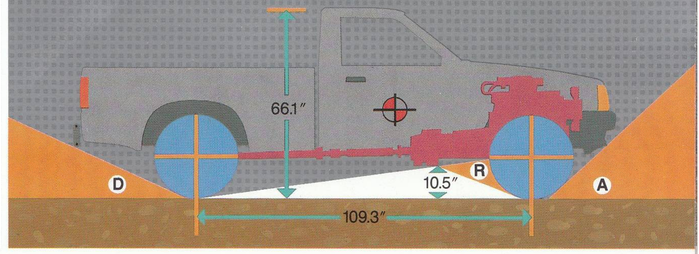


turn those big tires. What's more, it's all mounted on a heavy-duty frame–one designed to withstand the stresses of serious off roading.



Shear-type cab mounts filter out vibration and road shock and contribute to a smooth ride.

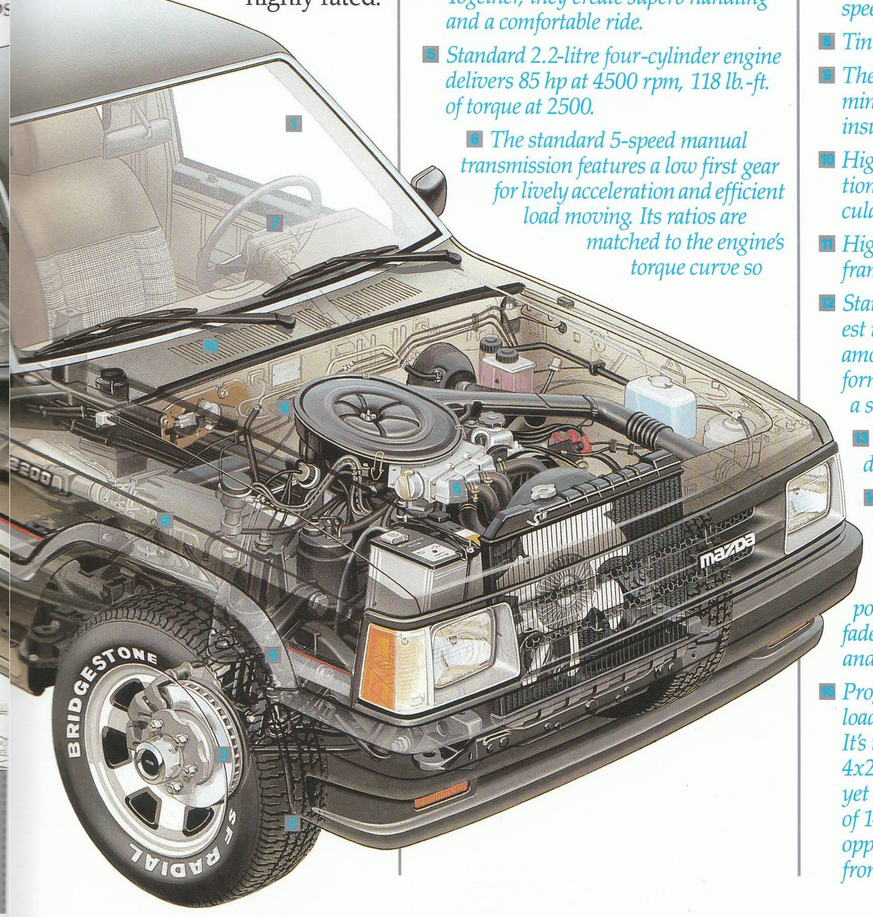
But to fully appreciate a Mazda, you've got to drive one. So perform your own tests. And discover why Mazda trucks are so highly rated.



Above: 4x4's angles of approach (A), 38°; departure (D), 28.9° and ramp (R), 23.8° plus 10.5-inch clearance and a low center of gravity help it scramble over rough terrain. Steel skid plates (above, left) armor 4x4's critical components.

ANATOMY OF MAZDA'S RUGGED 4x2 PICKUP.

1. *Sharply slanted windshield, sloped hood, integrated grille, bumper and air dam add up to rugged good looks and aerodynamic efficiency.*
2. *P205/75R14 steel-belted radial tires are standard.*
3. *Power-assisted ventilated-disc front brakes are standard equipment. Thick semi-metallic pads resist fade by actually improving with heat.*
4. *Heavy-duty independent front suspension features double wishbone design with high-flex torsion-bar springs, stabilizer bar and long-travel shocks. Together, they create superb handling and a comfortable ride.*
5. *Standard 2.2-litre four-cylinder engine delivers 85 hp at 4500 rpm, 118 lb.-ft. of torque at 2500.*
6. *The standard 5-speed manual transmission features a low first gear for lively acceleration and efficient load moving. Its ratios are matched to the engine's torque curve so there's always a gear that's just right for the job, and an overdrive fifth gear optimizes highway fuel mileage while minimizing engine noise. A 4-speed automatic (shown) with overdrive fourth is an option on all 4x2 models.*
7. *Optional power steering (SE-5, LX) features variable assist. Amount of assist varies with engine speed to provide the most when you need it most–for parking–and the least at highway speeds–for stability and great road feel.*
8. *Tinted windows cut glare and heat.*
9. *The floor and walls are designed to minimize noise and vibration. Acoustic insulation does even more.*
10. *High-volume, 4-speed blower ventilation system includes fresh and recirculating air modes, bi-level vents.*
11. *High-strength box-section ladder frame contributes to a solid, stable ride.*
12. *Standard-bed wheelbases are the longest in their class and their tracks are among the widest–a big, strong platform for great stability, handling and a smooth ride, on or off road.*
13. *Welded double-wall cargo bed keeps dings inside, smooth looks outside.*
14. *Double-wall tailgate with one-touch quick-release handle is important when your hands are full.*
15. *Rear brakes feature the stopping power of large-diameter drums, fade-resistant semi-metallic linings and the convenience of self adjustment.*
16. *Progressive-rate rear springs stiffen as load increases, soften as load decreases. It's the best of both worlds: The Mazda 4x2 rides comfortably without cargo yet it can support a maximum payload of 1400 lbs. Long-travel shocks are oppositely angled to inhibit traction loss from spring windup and wheel hop.*



Consider the features, then consider the price and you'll understand why the SE-5 is Mazda's most popular truck.

Six years ago, Mazda's lowest-priced trucks were by far the best sellers in their class. And the greatest value per dollar.

Then Mazda introduced a better idea: the SE-5. It was a sportier truck, loaded with extras yet still priced like the stripped-down base models of the competition. We know now that it was a great idea because SE-5 has since become our best-selling standard-cab truck. And everything indicates that it will continue to be.

THEN ALONG CAME CAB PLUS.

More recently, Mazda created yet another new idea: the Cab Plus–the first small truck to make the extended-cab concept really work. Not only did it greatly expand the cargo space behind the seats, but it provided the option of forward-facing jump seats–seats for two adults. It offered all the extra features of the SE-5 standard cab and some more of its own. All within a price range that makes it a better value than Toyota's extended cabs–cabs with noticeably less room.

Not surprisingly, it's become another SE-5 best seller.

VALUE MAKES THE DIFFERENCE.

Of course, it helps that SE-5 has some standard features that its competitors' base models may not. Features like a double-wall cargo bed. A one-touch tailgate release. Steel-belted radial tires. A 5-speed transmission with overdrive fifth. A trip odometer. Tinted glass. Ventilated front disc brakes. A locking fuel-filler door. And intermittent-action wipers.

And don't forget the white spoker wheels. Raised-white-letter steel-belted radial tires. The rear step bumper. Dual sport mirrors. Plush cut-pile carpeting. A remote release for the locking fuel door. And those great body stripes.

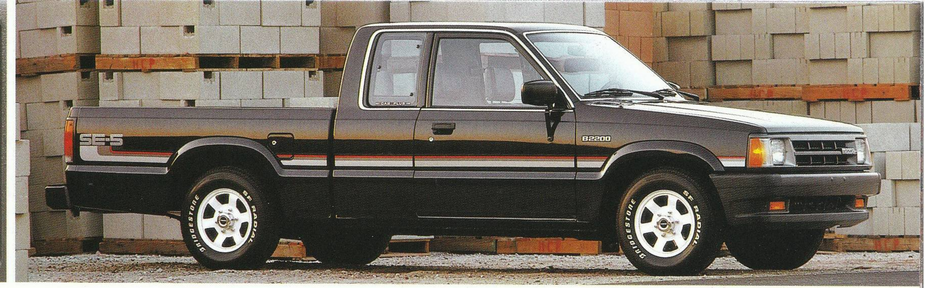
The SE-5 is a really sporty truck brimming with features, yet value priced to be in a class by itself–value you can't get from Toyota. Or Nissan.

AND IT PERFORMS, TOO.

What makes the SE-5 even more special are all the engineering advances that civilized the Mazda truck and excited the automotive press to make statements such as these: "Heresy! . . . looks bolder, is quieter, rides better, tracks better, and handles remarkably well for a truck . . . the cabin is fantastically comfortable." *Car and Driver*

". . . leave it to Mazda to keep coming up with surprises for us . . ." *Off-Road*

"Fit and finish is typically Mazda, which is to say, excellent." *Popular Mechanics*



Left to right: Available with or without a cassette deck, an optional AM/FM stereo includes two speakers. The Mazda SE-5 Cab Plus provides noticeably more interior room than extended-cab trucks from Toyota.

Mazda pickups: the world's most owner-pleasing compact trucks. Two years in a row.

That's right! Of all the compact trucks sold in America, Mazda was rated Number 1 in overall customer satisfaction for 1987. And that's no fluke: Mazda trucks also placed first in '86.

This significant recognition is the result of the prestigious compact truck Customer Satisfaction Index (CSI)–an annual presentation by J.D. Power and Associates, a leading automotive marketing research firm.

Each year, it surveys the owners of new trucks to evaluate their satisfaction with the vehicles and their dealer service.

What's more, Power's survey was not limited to pickups. It also included sport utility vehicles and vans as well. Imported *and* domestic. Mini *and* mid-size. Two-wheel drive *and* four-wheel drive.

And this year, Mazda finished even stronger than last year–a substantial 14 points above Toyota's pickup, 28 better than Nissan's.

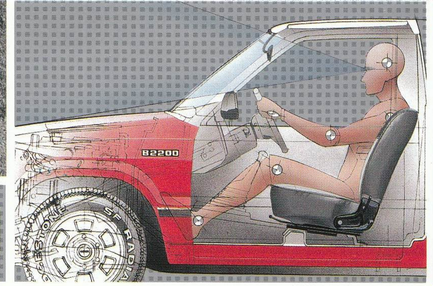
Intelligent engineering, no doubt, shares the credit along with responsive dealer service. But you can't ignore Mazda's famous value. Whether it's the luxurious LX or the B2200 shown below, your dollar goes a long way with Mazda. In quantity. And quality. For example:

NOT JUST ANOTHER TRUCK.

Our lowest-priced trucks have a peppy 2.2-litre engine. And all of them offer much that their stripped-down, bare-bones competitors may not: A full double-wall cargo bed confines cargo-shifting dents to the inside wall. And the 5-speed's overdrive fifth slows the engine at highway speeds for quieter, more economical operation. What's more, you'll find a one-touch tailgate release. Steel-belted radial tires. Power-assisted brakes. Tinted glass. Variable-ratio steering. Brushed-nap full carpeting. Intermittent-action wipers. Side window demisters. Lockable fuel door. Breathable vinyl upholstery. Trip odometer. Temperature gauge. Bright wheel caps and lug nuts. And the option of a 4-speed automatic transmission. The Mazda B2200: a bargain in the true sense of the word.

In addition, the B2200 Cab Plus gives you handsome tweed-covered reclining bucket seats, cut-pile carpeting, sports-type shifter boot, remote release for the fuel-filler door, adjustable head rests and pinstriping.

What's more, this unites with greater legroom, shoulder room and headroom than most–plus superior performance–in what's become the world's most owner-pleasing truck, bar none. But then, isn't that what you'd expect from a truck built The Mazda Way?



Left to right: Locking fuel-filler door (Cab Plus) may be opened with seat-side release. You can expect to find intermittent-action wipers on every Mazda truck. Like all Mazda pickups, the B2200 was designed around the driver to unite man with machine. Bench seat, full carpeting and a 5-speed with overdrive are standard.

LX gives our versatile pickups extra dimensions in luxury.

Utility and luxury in a truck sound like contradictions. But within every Mazda LX, you'll find proof to the contrary. The two coexist very well.

The LX shown below is almost too classy to be a truck. Its appearance is one of luxury and elegance–not what you'd expect from a hard working pickup.

However, just because it's so classy doesn't mean it's not capable. LX 4x2 can soil its tires with the best of them. It can do everything its less formal brothers can. It simply does it more luxuriously.

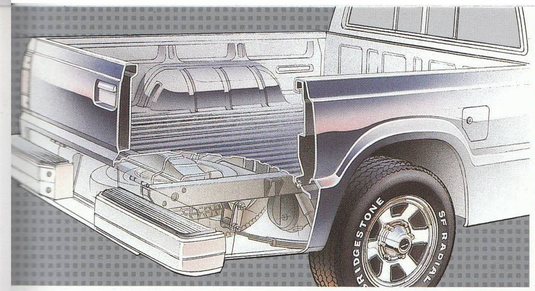
Mazda's B2200 LX is available with either the standard cab–short bed and long bed–or the Cab Plus. But its chief attraction is a huge assortment of standard features (see page 25) and very few options.

The spoker wheels have been chromed. The steel-belted radials sport raised white letters. Brightwork accents the door handles, front bumper and taillight housings.

Protecting that beautiful paint from hastily opened doors are wide side mouldings with bright upper edging. And pinstriping accents the LX's clean, crisp lines.

But that's just the beginning. Halogen headlamps light the night with a bright, white beam. And a sliding rear window provides easy access to the cargo bed and ventilation without the noise and buffeting of an open side window.

A black rear step bumper and the option of two-tone paint–Sparkling Black with Sunbeam Silver, Dover White with Sunset Wine or Bayside Blue with Caspian Blue–complete the cosmetics.



Left to right: Double-wall cargo bed keeps dings inside, smooth looks outside. The LX Cab Plus–a tough truck with many luxuries plus two fold-away, forward-facing jump seats–seats designed to accommodate two full-sized adults.

POWER PLAYS.

The LX is powered by Mazda's 2.2-litre Four–a smooth, responsive 85-hp engine. Its torque builds quickly from idle and peaks at an early 2500 rpm; consequently, heavy loads are easily moved and acceleration is quick. And gear ratios have been matched to this torque curve so there's always a gear just right for the job. At highway speeds, an overdrive gear–fifth on the standard 5-speed, fourth on the optional automatic–slows the engine speed to where torque peaks thereby optimizing fuel efficiency and pulling power. And low engine speeds mean low engine noise.

Mazda's power steering system is a very practical option. Sensitive to engine speed, its variable assist supplies the most assist when you need it most–for parking–and the least at highway speeds–for stability and excellent road feel.

Other options include the convenience of cruise control and the comforts of air conditioning.

Inside, the luxury continues. For details, see pages 18 and 19. Come relax in the lap of LX luxury.

This is not the instrument panel from a Mazda sport sedan. Surprisingly, it's the command center from a Mazda 4x2 truck—the SE-5 Cab Plus.

Inside every Mazda truck you'll find that comfort and utility are not mutually exclusive.

Mazda understands. You'd like to buy a new pickup but you could never be satisfied with just a hard working truck. It's got to have more than basic utility. You demand certain comforts and conveniences and a particular level of luxury as well. With every Mazda truck, you can expect it all.

It all began with a roomy cab. As a result, the seats are wide with long cushions and plenty of fore and aft adjustment–enough to satisfy a wide range of human sizes. Generous padding has been placed throughout the seats. In all the right places.

It's not soft and pillowy but firm enough for proper support. On short trips and over the long haul. Consequently, you arrive at your destination feeling refreshed and not fatigued from stress.

MINIMIZING DRIVER STRESS.

Stress consumes energy and that causes drowsiness and loss of concentration. But poor seating is not the only source of driver stress. In designing the cab, Mazda's engineers considered the other sources as well and, one by one, they worked to minimize them.

The windows are large. To help the driver spot trouble before it starts. To build confidence, control. And they're tinted. To cut annoying glare and debilitating heat. An efficient, multi-outlet flow-through ventilation system maintains a fresh supply of outside air. And a fine adjustment on the heat control prevents too much heat. Or too little.

Critical controls are positioned within a finger's reach of the steering wheel. And large, read-at-a-glance gauges are within the driver's line of sight. Control,

Bench seat with folding armrest is an LX standard.

therefore, has few compromises.

Noise, vibration and harshness may be subtle but they can stress the nerves of the most laid-back driver. In response, Mazda's engines are incredibly smooth and quiet. And their mountings work to absorb what noise there is. Shear-type cab mounts–a Mazda truck exclusive–filter out vibration and road shock and contribute to a very smooth ride.

The cab's floor and walls are specifically designed to minimize

noise and vibration and acoustic insulation does even more.

Variable-assist power steering–standard on the 4x4s, optional on the 4x2s–reduces assist at highway speeds to optimize control and stability. Staying between the dotted lines doesn't require a feat of concentration.

Working together, all these features have greatly reduced driver stress, thereby increasing driver comfort.

THE CHOICE IS YOURS.

And you can count on this comfort within every Mazda truck, whatever the model: For the standard cab and Cab Plus, there are three levels of interior trim–B2200 (4x2)/B2600 (4x4), SE-5 and the luxurious LX.

As you examine the lists on pages 24 and 25, it becomes quite obvious just how much you can get with each trim level–not only on the LX but the others as well. It becomes obvious why Mazda is so famous for value.

LX includes lockable glove box.

THE STANDARD CABS.

The upholstery is durable vinyl–cool, breathable and easily cleaned. And so are the door panels. And there's full carpeting on the floor.

More importantly, this cab is easily one of the roomiest in its class–a fact substantiated in the aforementioned (page 8) 4x4 evaluation clinic. Small-truck owners–140 of them–ranked the B2600 interior higher than that of the base Toyota and Nissan. Not only in roominess but in overall styling, quality and width as well.

The SE-5 offers some interesting options: A three-across, tweed-upholstered bench seat; or, if you opt for an automatic transmission, you'll receive reclining bucket seats.

In the LX standard cab, you'll find handsome bucket seats upholstered in a special herringbone tweed. With matching headrests. The console between them hides a storage bin beneath its armrest. And for custom comfort, the driver's seat features both lumbar support and height adjustment for the front of the seat cushion. Or, if you prefer, you may select the full bench seat shown on page 18. It includes a fold-down center armrest. At no extra cost.

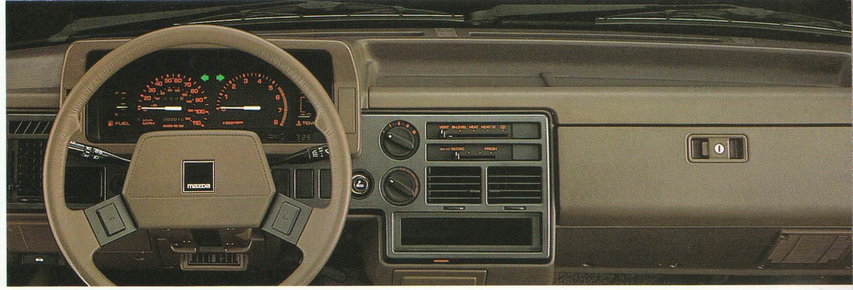
An electronically tuned AM/FM four-speaker stereo is standard. And LX sound insulation further quiets the road.

CAB PLUS.

The SE-5, B2200 and B2600 have well-appointed interiors. The LX, of course, is a step above. But, whatever trim level you choose, the Cab Plus provides an extra nine square feet of carpeted floor space behind the seats–sizeable room for suitcases, coolers, tool chests or even a dog or two.

It's the only extended cab in its class to offer two forward-facing fold-down jump seats–seating designed for adult legs.

Yes, utility and luxury *can* coexist. In a Mazda truck.



Left to right: Tweed reclining seats with center console/armrest are comforts offered in every LX truck. Ergonomically designed instrument panel minimizes driver distraction to maximize control (LX shown). Below: Spacious interior of LX Cab Plus (4x4) includes multi-adjustable, reclining cloth bucket seats, AM/FM ETR stereo with 4 speakers and fold-down rear jump seats.

Downtown or off road, the LX 4x4 is a tough act to follow.

After an exciting day on the trail, clean up and head for the city lights. The sophisticated elegance of the LX is appropriate transport to the fanciest restaurant. LX signifies luxury, and that's precisely what you'll find in this tough, go-anywhere 4x4.

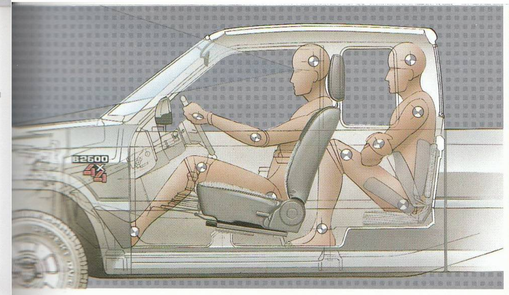
LX is available with either a standard cab–long bed or short bed–or Cab Plus, and each comes with a bounty of standard features; in fact, the list nearly consumes the entire length of page 25.

Included are such temptations as chrome spoker wheels and steel-belted radials–tall, for excellent ground clearance; aggressive, to pull through or over most any terrain.

Steel skid plates protect the suspension, engine oil pan and transfer case from rocks and other obstacles. Halogen headlamps light the night with a bright, white beam. And a double-tube bumper helps protect the tailgate.

Inside, you'll enjoy features like an AM/FM ETR stereo with four speakers, full cut-pile carpeting, the quiet created by special sound insulation, a tachometer, a sliding rear window, a driver's seat with adjustments for lumbar support and cushion height as well as all those things described on pages 18 and 19.

And like all of Mazda's 4x4 trucks, the LX is powered by a 2.6-litre overhead-cam four-cylinder engine–the largest Four in a pickup today–coupled to a 5-speed with overdrive fifth. Power steering with variable assist provides the most assist for parking; at highway speeds, minimal assist optimizes stability and road feel.



The LX is so well equipped, there are few options, but those that do exist are worthy of note: Two-tone paint, for example, creates a classic look. Optional cruise control improves highway fuel economy and driver comfort; a 3-speed automatic transmission eases heavy traffic and a 4x4 option package (shown below) includes mud guards, bright wheel arch mouldings and tires tall enough to increase running ground clearance from 10.5 inches to 11.1.*

Left to right: Cab Plus' fold-down rear jump seats–standard on LX–seat two forward-facing adults. LX Cab Plus: optional two-tone paint, reclining bucket seats and more. Classy yet very capable.

Then there's the ultimate LX–the Cab Plus. Behind its reclining bucket seats there's lots more floor space, two forward-facing fold-down jump seats and swing-out side windows.

LX: luxury, sportiness *and* value in a tasteful, but tough, 4x4.

*For details on other accessories shown, see Accessories brochure.

The B2600 and SE-5–Mazda's lowest-priced 4x4s–offer more than Toyota or Nissan. For less.

That's right. The sporty SE-5 standard-cab 4x4 is priced about the same as the *base* 4x4s from Nissan and Toyota, yet they have considerably *less* equipment. The Mazda B2600–*our* base 4x4–is priced *lower* than theirs yet it has significantly *more* equipment. However, Toyota and Nissan don't offer long beds or extended cabs in their lowest price ranges. But we do.

In fact, "more for less" is available in six different 4x4s: the B2600 with a standard cab and a standard (6-foot) bed; the B2600 with a standard cab and a long (7½-foot) bed; the B2600 with an extended cab (Cab Plus) and a standard bed and the same combinations for the SE-5.

THE BASIC B2600.

On every B2600 4x4, Mazda presents some important benefits: Steel skid plates protect critical underbody components from off-road hazards and a long wheelbase and wide track place the tires at the outer corners of the truck for a smooth, stable ride.

The cargo bed's double-wall construction keeps load-shifting dents inside, smooth looks outside. Also included are variable-assist power steering, a locking fuel door, tinted glass, intermittent-action windshield wipers, side window demisters, a trip odometer, brushed-nap full carpeting. And more.

THE SPORTY SE-5.

When you choose a four-wheel-drive SE-5 you can expect all the above plus some important additions: like chrome-plated spoker wheels with P215/75R15 raised-white-letter steel-belted radials. Large dual sport mirrors. A remote release for the locking fuel door to secure your fuel supply. A stout tube bumper to help protect the tailgate. Racy body stripes. And plush cut-pile carpeting. The aggressively treaded P235/75R15 tires, grille guard and fog lamps shown above comprise the SE-5's off-road options–wise investments for the adventurous.

THE CAB PLUS PLUSSES.

Available in either B2600 or SE-5 trim, the Cab Plus version includes the many features of each. And then some. As detailed on pages 18 and 19, the Cab Plus is essentially a standard cab with an additional nine square feet of floor space behind the seats. Enough space to accommodate plenty of cargo. Or two adults in the optional forward-facing fold-down jump seats. Plus swing-out side windows and reclining bucket seats.

B2600 or SE-5, Mazda 4x4 offers more than you might have ever expected. In performance. In value per dollar.

Left to right: Strong, double-tube rear bumper is an SE-5 4x4 standard feature. Rugged grille guard, fog lamps and aggressive tires are offered as off-road options. SE-5 interior: comfort that won't disappear when the roads do.

Features and specifications

4x2 Standard Equipment, All Models, Exterior: Double-wall cargo bed w/4 inside hooks; One-touch tailgate release; Tinted glass; Windshield wipers w/washer, intermittent & 1-wipe features; Locking fuel-filler door; Bright windshield & drip rail mouldings; Black front bumper/air dam. **Interior:** Ashtray; Cigarette lighter; Color-keyed carpeting, dash, steering wheel, gear shift knob & seat belts; Door armrests; Orange gauge graphics; Trip odometer; Temperature gauge; Glove box door w/twin cup depressions; Heater/defroster w/4-speed fan & fresh/recirculating air modes; Side window demisters; Dash dimmer control; Dome light; Remote control hood release; Steering column stalk controls; One-touch tilt-forward seatbacks; Storage behind seats; Dash, coin box & front console storage; Dual sun visors; 'A' pillar trim; Ignition key reminder & seat belt warning sounds.

Engine	Type	Inline 4-cylinder, overhead cam
	Displacement	2.2 Litres
	Bore & stroke	3.39 × 3.70 in.
	Compression ratio	8.6:1
	Horsepower, SAE net	85 @ 4500 rpm
	Torque, SAE net lb.-ft.	118 @ 2500 rpm
	Fuel system	2-stage, 2-barrel down-draft carburetor; closed-loop computerized monitoring system; electric fuel pump
	Ignition system	Electronic, high energy type
	Fuel capacity, gallons	Short bed: 14.8, Long bed: 17.4, Cab Plus: 14.8

Transmission	**M-5**	**A-4**
Ratios: 1st	3.622	2.841
2nd	2.186	1.541
3rd	1.419	1.000
4th	1.000	0.720
5th	0.858	—
Final drive	3.909	3.909

Electrical	Battery	12V, maint. free. 50 amp/hr
Body/Chassis	Frame	Ladder-type
	Cargo bed	Welded steel, double-wall construction
	Front suspension	Independent, double-wishbone type, I-shaped lower arms, tension rods, torsion bars, tubular shock absorbers, stabilizer bar
	Rear suspension	Semi-floating live axle, staggered-mount tubular shock absorbers, semi-elliptic leaf springs
	Cab suspension	Shear-type cab mounts
	Steering	Recirculating ball type Ratios: 21-25:1 (power-assisted 17.8:1) Lock-to-lock: 4.5 (power-assisted 3.4) Turning circle (ft.): S/b 36.7, L/b & Cab Plus 39.4
	Brakes, type	Power-assisted, dual hydraulic circuits Front ventilated discs, 10.1 in. diameter Rear self-adjusting drums, 10.2 in. diameter
	Tires	P205/75R14 steel-belted radials
	Wheels	Steel, 5½ JJ-14

Dimensions (inches)	**Short bed**	**Long bed**	**Cab Plus**
Wheelbase	108.7	117.5	117.5
Length	177.6	193.7	193.7
Length (w/step bumper)	182.7	198.8	198.8
Width	65.7	65.7	65.7
Height	61.8	61.6	61.6
Track: front/rear	55.1/55.5	55.1/55.5	55.1/55.5
Headroom: front/rear	38.6/—	38.6/—	38.6/36.8
Legroom: front/rear	42.4/—	42.4/—	42.4/28.0
Bed, inside length/width	73.6/56.9	89.8/56.9	72.0/56.9
Bed, inside height	15.6	15.6	15.6

Weights (pounds)

Payload	1400, including occupants, cargo and options
Towing capacity	Braked: 1500 Unbraked: 1000
Curb weight w/M-5	Short bed: 2660; Long bed: 2730; Cab Plus: 2790

Exterior colors: ***Solid colors:*** Light Beige • Sunrise Red • Dover White • Bayside Blue M. • Sparkling Black M. • Estate Gold M. • Caspian Blue M. • Sunbeam Silver M. • Tornado Silver M. ***Two-tone colors:*** Sparkling Black M./Sunbeam Silver M. • Bayside Blue M./Caspian Blue M. • Dover White/Sunset Wine (M. = Metallic)

EPA Mileage Estimates

B2200

5-Speed		4-Speed Automatic	
21 EST CITY MPG	26 EST HWY MPG	20 EST CITY MPG	25 EST HWY MPG

4x4 Standard Equipment, All Models, Exterior: Double-wall cargo bed w/4 inside hooks; One-touch tailgate release; Tinted glass; Windshield wipers w/washer, intermittent & 1-wipe features; Locking fuel-filler door; Bright windshield & drip rail mouldings; Black front bumper/air dam. **Interior:** Ashtray; Cigarette lighter; Color-keyed carpeting, dash, steering wheel, gear shifters & seat belts; Door armrests; Orange gauge graphics; Trip odometer; Temperature gauge; Glove box door w/twin cup depressions; Heater/defroster w/4-speed fan & fresh/recirculating air modes; Side window demisters; Dash dimmer control; Dome light; Remote control hood release; Steering column stalk controls; One-touch tilt-forward seatbacks; Storage behind seats; Dash, coin box & front console storage; Dual sun visors; 'A' pillar trim; Ignition key reminder & seat belt warning sounds.

Engine*	Type	Inline 4-cylinder, overhead cam
	Displacement	2.6 Litres*
	Bore & stroke	3.59 × 3.86 in.
	Compression ratio	8.7:1
	Horsepower, SAE net	102 @ 4500 rpm
	Torque, SAE net lb.-ft.	132 @ 2500 rpm
	Fuel system	2-stage, 2-barrel down-draft carburetor; closed-loop computerized monitoring system; electric fuel pump
	Ignition system	Electronic, high energy type
	Fuel capacity, gallons	Short bed: 14.8, Long bed: 17.4, Cab Plus: 14.8

Transmission	**M-5**	**A-3**
Ratios: 1st	3.575	2.841
2nd	2.244	1.541
3rd	1.428	1.000
4th	1.000	—
5th	0.827	—
Final drive	4.444	4.100

Transfer Case		2-speed, chain driven
	Ratios	High: 1.00:1, Low: 2.210:1
Electrical	Battery	12V, maint. free. 65 amp/hr. (80 A/h Fed. AT)
	Alternator	12V, 55 amp
Body/Chassis	Frame	Ladder-type
	Cargo bed	Welded steel, double-wall construction
	Front suspension	Independent, upper & lower A-arms, torsion bars, heavy-duty shocks, stabilizer bar
	Rear suspension	Overslung live axle, staggered-mount heavy-duty shock absorbers, semi-elliptic leaf springs
	Cab suspension	Shear-type cab mounts
	Steering	Recirculating ball type, power-assisted Ratio: 17.8:1. Lock-to-lock: 3.4 Turning circle (ft.): S/b 38.8, L/b & Cab Plus 41.6
	Brakes, type	Power-assisted, dual hydraulic circuits, w/load-sensing proportioning valve Front ventilated discs, 10.7 in. diameter Rear self-adjusting drums, 10.2 in. diameter
	Tires	Std: P215/75R15 steel-belted radials Opt. (SE-5 & LX): P235/75R15 steel-belted radials
	Wheels	Steel, 6JJ-15

Dimensions (inches)	**Short bed**	**Long bed**	**Cab Plus**
Wheelbase	109.3	118.1	118.1
Length	177.6	193.7	193.7
Length (w/tube bumper)	180.0	196.1	196.1
Width/Height	67.1/66.1	67.1/65.9	67.1/65.9
Track: front/rear	56.7/56.3	56.7/56.3	56.7/56.3
Run. ground clearance	10.5	10.5	10.5
Headroom: front/rear	38.6/—	38.6/—	38.6/36.8
Legroom: front/rear	42.4/—	42.4/—	42.4/28.0
Bed, inside length/width	73.6/56.9	89.8/56.9	72.0/56.9
Bed, inside height	15.6	15.6	15.6

Weights (pounds)

Payload	1400, including occupants, cargo and options
Towing capacity	Braked: 1500 Unbraked: 1000
Curb weight, MT	Short bed: 3190 Long bed: 3225 Cab Plus: 3315

Exterior colors: ***Solid colors:*** Light Beige • Sunrise Red • Dover White • Bayside Blue M. • Sparkling Black M. • Estate Gold M. • Caspian Blue M. • Sunbeam Silver M. • Tornado Silver M. ***Two-tone colors:*** Sparkling Black M./Sunbeam Silver M. • Dover White/Sunset Wine (M. = Metallic)

EPA Mileage Estimates

B2600

5-Speed		3-Speed Automatic	
17 EST CITY MPG	21 EST HWY MPG	17 EST CITY MPG	18 EST HWY MPG

*Engine sourced by Mitsubishi

4x2 STD CAB			4x2 CAB PLUS			WITHIN EVERY MAZDA TRUCK, THERE'S AN IMPRESSIVE LIST OF FEATURES.	4x4 STD CAB			4x4 CAB PLUS		
B2200	SE-5	LX	B2200	SE-5	LX		B2600	SE-5	LX	B2600	SE-5	LX
						Exterior Features						
S	—	—	S	—	—	Styled steel wheels w/blackwall radials	S	—	—	S	—	—
—	S	—	—	S	—	White spoker wheels w/raised-white-letter radials	—	—	—	—	—	—
—	—	S	—	—	S	Chrome spoker wheels w/raised-white-letter radials	—	S	S	—	S	S
—	S	—	—	S	—	Sporty 'SE-5' stripes	—	S	—	—	S	—
—	—	S	S	—	S	Body side pinstriping	—	—	S	S	—	S
—	—	—	—	—	—	'4x4' stripes	—	—	O	—	—	O
—	—	O	—	—	O	Two-tone paint	—	—	O	—	—	O
A	S	S	A	S	S	Black rear step bumper	A	A	A	A	A	A
A	A	A	A	A	A	Black rear tube bumper	A	S	S	A	S	S
A	A	A	A	A	A	Chrome rear step bumper	A	A	A	A	A	A
A	A	A	A	A	A	Fog lamps	A	A	A	A	A	A
—	—	—	—	—	—	Black grille guard	A	A	A	A	A	A
—	—	—	—	—	—	Protective skid plates & rear fender stone guards	S	S	S	S	S	S
—	—	S	—	—	S	Wide body side mouldings w/bright edge	—	—	S	—	—	S
—	—	S	—	—	S	Bright door handles, front bumper trim	—	—	S	—	—	S
—	—	S	—	—	S	Bright tail lamp surround mouldings	—	—	S	—	—	S
—	—	—	—	—	—	4x4 option package**	—	—	O	—	—	O
—	—	S	—	—	S	Dual halogen headlamps	—	—	S	—	—	S
A	S	A	A	S	A	Dual large black sport mirrors	A	S	A	A	S	A
A	—	S	A	—	S	Dual black door mirrors	A	—	S	A	—	S
						Interior Features						
A	O	—	A	O	—	AM/FM stereo w/2 speakers	A	O	—	A	O	—
—	—	S	—	—	S	AM/FM electronically tuned stereo w/4 speakers	—	—	S	—	—	S
A	A	O	A	A	O	Auto reverse cassette player	A	A	O	A	A	O
A	A	S	A	A	S	Sliding rear window	A	A	S	A	A	S
—	—	—	S	S	S	Swing-out rear side windows	—	—	—	S	S	S
S	S	—	—	—	—	Breathable vinyl 3-passenger bench seat	S	S	—	—	—	—
*	—	—	—	—	—	Breathable vinyl reclining bucket seats	—	—	—	—	—	—
—	O	—	—	—	—	Checkered tweed 3-passenger bench seat	—	O	—	—	—	—
—	*	—	S	S	—	Checkered tweed reclining bucket seats	—	*	—	S	S	—
—	—	S	—	—	—	Herringbone tweed 3-passenger bench seat	—	—	S	—	—	—
—	—	S	—	—	S	Herringbone tweed reclining bucket seats	—	—	S	—	—	S
—	—	S	—	—	—	Fold-down center armrest (w/bench seat)	—	—	S	—	—	—
—	—	—	O	O	S	Tweed fold-down rear jump seats	—	—	—	O	O	S
—	—	S	—	—	S	Driver's seat cushion angle adjustment	—	—	S	—	—	S
—	—	S	—	—	S	Driver's lumbar support adjustment	—	—	S	—	—	S
S	—	—	—	—	—	Full brushed-nap carpeting	S	—	—	—	—	—
—	S	S	S	S	S	Full cut-pile carpeting	—	S	S	S	S	S
—	—	S	—	—	S	Wrapped steering wheel	—	—	S	—	—	S
—	—	—	—	—	—	Sporty 3-spoke steering wheel	—	—	S	—	—	S
—	—	S	S	S	S	Sports-type moulded shifter boots	S	S	S	S	S	S
—	—	S	—	—	S	Full center console w/armrest box lid	—	*	S	—	*	S
—	—	S	—	—	S	Full door panel trim w/cloth inserts	—	—	S	—	—	S
—	—	S	—	—	S	Lower door carpeting and map pockets	—	—	S	—	—	S
—	—	S	—	—	S	Special sound insulation	—	—	S	—	—	S
—	—	S	—	—	S	8000-rpm tachometer	—	—	S	—	—	S
—	S	S	S	S	S	Remote control fuel-filler door release	—	S	S	S	S	S
—	—	S	—	—	S	Lockable glove box	—	—	S	—	—	S
—	—	—	S	S	S	Storage box for jack and tools	—	—	—	S	S	S
A	A	S	A	A	S	Day/night rearview mirror	A	A	S	A	A	S
—	—	S	—	—	S	Passenger sun visor vanity mirror	—	—	S	—	—	S
—	—	S	—	—	S	'Headlamps On' warning sound	—	—	S	—	—	S
—	—	S	—	—	S	Windshield washer fluid level warning light	—	—	S	—	—	S
O	O	O	O	O	O	Automatic transmission	—	O	O	—	O	O
O	O	O	O	O	O	Air conditioning	O	O	O	O	O	O
—	O	O	—	O	O	Power steering	S	S	S	S	S	S
—	—	O	—	—	O	Cruise control	—	—	O	—	—	O
A	A	A	A	A	A	Digital clock	A	A	A	A	A	A

Guide: S: Standard O: Optional A: Accessory —: Not Available
*Standard and only available with automatic transmission **Mud guards, bright wheel arch mouldings and P235/75R15 radials

THE MAZDA WAY

AN INTENSE COMMITMENT TO YOUR TOTAL SATISFACTION

*The **Mazda Way** is the new expression of our intense and long-held commitment to total customer satisfaction. Its essence is the product development concept which grew into a corporate philosophy of extraordinary automobiles and trucks—each unique in The Mazda Way.*

***The Mazda Way** now extends into every facet of Mazda operations as a dedicated concern for the quality of your Mazda experience—your satisfaction with our vehicles and our services to you.*

***A new Mazda warranty** is now so complete it provides "bumper-to-bumper" coverage of your vehicle for 36 months or 50,000 miles—the kind of easy-to-use, owner-friendly coverage which consumer research has shown us that today's car owners prefer.*

***A longer, stronger warranty coverage** of your new Mazda is but the first step in an intense and continuous commitment to increase your satisfaction in The Mazda Way. And we are also committed 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.*

That is The Mazda Way.

mazda

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.

Mazda's new 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 transferrable, "limited warranty" is free on all new 1988 Mazda vehicles sold and serviced in the United States. See your Mazda dealer for details.

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EXPERIENCED DRIVERS BUCKLE UP