ALL CHILDREN INSTINCTIVELY KNOW IT.

A FEW ADULTS STILL REMEMBER IT.

ONE UNIQUE CAR COMPANY REFUSES TO OUTGROW IT.

IN GROWN-UP LANGUAGE, IT MEANS THE EXHILARATION AND LIBERATION THAT COMES FROM EXPERIENCING SHEER MOTION.

BUT AS USUAL, CHILDREN PUT IT MUCH BETTER.

AND SIMPLY CALL IT ZOOM-ZOOM.

WE PRACTICE IT EVERY DAY.

IT’S WHY WE BUILD THE KIND OF CARS WE DO.

MAZDA, ALWAYS THE SOUL OF A SPORTS CAR™.
Breakthrough designs like the 2006 MX-5 Miata are a Mazda tradition. Once again, Mazda has reinvented the pure, purpose-built sports car. Sharing the same potent DNA as the legendary RX-7 and original Miata, this year’s MX-5 Miata is the third generation of the best-selling, two-seat roadster in history. Entirely new—from the ground up and the top down—it provides more standard power, more control, plus a more intuitive feeling of oneness between car and driver. Best of all, the fun-to-drive experience it offers you is uniquely compelling: don’t just drive the car. Be the car.
There’s never been an MX-5 Miata like this one. It’s got more space. More style. And more speed. Plus a more muscular and aggressive new architecture that ripples with a myriad of innovations gained from Mazda’s 16 years of roadster-building experience. Innovations that increase its responsiveness in countless ways. Innovations that elevate every aspect of its performance. Innovations that make it the most advanced MX-5 Miata ever—yet add a mere 27 pounds to its stronger, all-new physique. Innovations that, in high-speed tests, enabled this all-new MX-5 Miata to rocket around the daunting 73-turn, 13-mile race circuit of Germany’s legendary Nürburgring Nordschleife a full 15 seconds faster than the ‘05 model it replaces.
It takes more than seductive sheet metal and bucket seats to build a real sports car. And more than hastily configured, off-the-shelf parts to make it agile and responsive. Which is why it only takes one test drive to appreciate the MX-5 Miata's purpose-built design. And the unique, intuitive feeling of oneness that it forges between car and driver. Since weight is every true sports car’s enemy, a weight-saving “gram-by-gram” strategy was implemented to ensure that every key component in the MX-5 Miata was as strong and light as possible. Which is why its larger and more powerful 170-hp engine, hood, trunk lid—and even rear brake calipers—are all aluminum. And why, without a single extra gram of fat to slow it down, the MX-5 Miata is nearly 400 pounds lighter than some competitors.*

A. An all-aluminum cylinder block and head reduce the MX-5 Miata’s engine’s weight, making it lighter and stronger. B. Variable valve timing, coupled with variable induction, enable the MX-5 Miata to maximize both low-end torque and high-rpm power. C. An ultralight flywheel improves the MX-5 Miata’s responsiveness and enhances the engine’s free-revving performance. D. Friction-reducing, molybdenum-coated pistons and a high-compression ratio help the MX-5 Miata’s new powerplant generate 20% more horsepower than last year’s model.

*Based on a comparison of 2006 model-year roadsters under $25,000.
A. The MX-5 Miata’s more powerful 170-hp, 2.0-liter, DOHC, 16-valve powerplant engine utilizes an electronic throttle and electronically-controlled port fuel injection to promote a more linear response and superb acceleration.

B. To optimize power transfer and enhance traction under extreme conditions, a limited-slip differential and Dynamic Stability Control (DSC) with Traction Control are available on the MX-5 Miata Grand Touring (manual gearbox only). A limited-slip differential is also available on the MX-5 Miata Sport (manual gearbox only).

C. The MX-5 Miata’s higher and broader torque curve, especially in the mid-rpm range, delivers an abundance of more useable power. A new front midship engine layout positions the MX-5 Miata’s engine almost entirely behind the front axle, and 5.3 inches further back than last year’s model, to promote a near perfect 50:50 weight distribution, front to rear, and enhance agility.

An ultrarigid body structure that makes generous use of high-tension steel helps increase torsional stiffness 47% and flex stiffness 22%. Strong and light, it improves all aspects of dynamic performance—including power delivery, steering, handling and braking.

A short-throw, close-ratio 5-speed gearbox is standard. Both a slick-shifting 6-speed manual and a 6-speed Sport AT automatic transmission are also available. The Sport AT’s competition-inspired design allows the driver to sequentially shift gears via the shifter or steering-wheel-mounted paddles.

An aluminum Power Plant Frame (PPF) unites engine, transmission and differential into a rigid unit. This structural “backbone” helps eliminate drivetrain twist and acceleration delays, while ensuring that maximum power reaches the rear wheels the instant the accelerator is depressed.

Extensive use of aluminum alloy components throughout the MX-5 Miata—including its rear brake calipers, front suspension control arms, hood, and even trunk lid—reflects the success of Mazda’s “gram-by-gram” strategy for reducing weight at every possible opportunity.
Few sensations on earth can match the pure joy of piloting a pure sports car. And few sports cars can rival the all-new
MX-5 Miata’s unique ability to make you feel as if you are the car, as much as the driver. So buckle up. Rev it up.
Click through the gears. Rocket through an S-curve. And enjoy fun-to-drive dynamics that are impossible to forget.
Smile-inducing freedom that’s impossible to measure. And clean, classic styling that’s impossible to ignore. Even for
the most discerning driving enthusiasts, the MX-5 Miata delivers the definitive, purpose-built sports car experience.

DONT’T FORGET
TO BREATHE

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A. The MX-5 Miata’s hollow front stabilizer bar helps reduce weight and minimize body roll while helping to maintain tire contact—especially during abrupt directional changes.

B. An advanced double-wishbone front suspension, featuring aluminum alloy control arms and gas-filled shocks, helps promote quick response to all driver input and contributes to the MX-5 Miata’s superb handling. Power-assisted ventilated front disc brakes with large 11.4-inch rotors promote consistently linear, fade-resistant stops.

C. The true measure of a sports car’s reflexes is how quickly, and accurately, it transforms driver input into meaningful motion. And how well it defends each tire “contact patch”—those four crucial bonds between rubber and road—in spite of speed, trajectory or road surface. Graded on the most severe curve, the all-new MX-5 Miata’s handling is both agile and inspired. With a fully independent suspension created solely for sports car use. Power-assisted, four-wheel disc brakes designed to instill confidence. A nearly telepathic power-assisted rack-and-pinion steering system geared to be quick, precise and predictable. Plus a front midship layout engineered for quicker, more responsive directional control. The MX-5 Miata even incorporates a low, slanted radiator plus a redesigned and repositioned fuel tank. All of which helps to lower its center of gravity, minimize body roll and enhance its overall agility.
The MX-5 Miata’s uniquely engineered new “Z-fold” convertible top adds the crowning touch to its already compelling profile. Thanks to its ingenious, spring-assisted frame and single, centralized locking mechanism, the top can easily be raised or lowered from the driver’s seat in seconds—with just one hand. What’s more, its elegant, flush-fitting design also eliminates the need for a separate tonneau cover, when lowered and locked into place without compromising any trunk space. Equally important, with its top raised, the MX-5 Miata provides the kind of sleek, stylish protection that makes some convertible tops look more like ugly afterthoughts. In the bargain, you’ll even benefit from more headroom and less wind noise.

Naturally, a durable glass rear window with an integral rear-window defroster are both standard. An optional, detachable hardtop is also available.
A sports car with the impeccable credentials of the MX-5 Miata demands a tailor-made cabin of equal caliber. So the MX-5 Miata’s stunning all-new interior was painstakingly reengineered to make it more spacious. More accommodating. More refined. In fact, you’ll find nearly four more cubic feet of room for heads, shoulders, hips and legs. A tilt-adjustable steering wheel, redesigned bucket seats and even repositioned foot pedals. Plus an abundance of rich, new textures and quality materials. Everywhere you look are signs of superb fit and finish, real craftsmanship and meticulous attention to detail. Other thoughtful touches in the MX-5 Miata’s new interior include waist-level climate-control vents, a lockable rear center console storage compartment, dual covered cup holders and even handy door-mounted water bottle holders.
The MX-5 Miata’s all-new cockpit is designed to achieve a single, overriding goal: Establish a unique feeling of oneness between car and driver. To that end, Mazda engineers carefully studied crucial driver movements and related muscle stress. Then, armed with this comprehensive new data, they rethought and redesigned. Improving every critical element of the MX-5 Miata’s cockpit—from the angle of its steering wheel and driver’s seat, to the shape of its gearshift knob and accelerator pedal. All to ensure unobstructed communication between man and machine. Which is why the MX-5 Miata’s steering wheel, shifter and controls all fall effortlessly to hand. Why its new gauge cluster and displays provide superb lines-of-sight. And also why its redesigned shifter and repositioned foot pedals work in harmony to make heel-and-toe downshifts even easier to execute.
Mazda MX-5 Miata shown with optional Appearance Package.
On virtually any given weekend, you can find Mazda MX-5 Miatas racing somewhere in the U.S. In fact, “Spec Miata” is now the Sports Car Club of America’s (SCCA) largest and most popular class—competing on challenging tracks all across America. And in SCCA Showroom Stock B (SS/B) events, MX-5 Miatas have won six straight overall championships, outrunning a horde of Acuras, BMWs, Hondas and Toyotas in the process. Naturally, this year’s completely redesigned MX-5 Miata reflects a host of insights garnered from Mazda’s racing heritage. And it’s eager to join its older siblings in competition and in the winner's circle. Equally impressive, with more than 750,000 sold worldwide, the MX-5 Miata has also taken the checkered flag for the best-selling, two-seat roadster of all-time. That’s quite a track record for a mere 16-year-old. And perhaps the most compelling reason of all to check out the innovative icon that single-handedly reinvented the lightweight, two-seat sports car back in 1989—and once again in 2005.
Every new 2006 Mazda is covered by one of the industry’s most comprehensive new-vehicle warranties, the Mazda Driver’s Assurance Plan. It includes a 48-month/50,000-mile, “bumper-to-bumper” Limited Warranty, plus 24/7 Emergency Roadside Assistance. And should your MX-5 Miata require a warranty repair, the Mazda Service Transportation Solution can typically provide another vehicle to drive. After all, we want your new Mazda to be a source of pride, exhilaration and peace of mind for years to come. See your Mazda dealer for details.

REDISCOVER THE EMOTION OF MOTION.

With 13 exhilarating models, Mazda makes it easier than ever to satisfy your practical needs And your emotional ones. So treat yourself to the Mazda Test-Drive Experience. Put the MX-5 Miata of your choice through its paces Down local streets, on-ramps, highways, and off-ramps. Through straightaways, S-curves and corners. Discover the responsive acceleration and steering, superb braking and surefooted handling that set every Mazda apart. And in the process, rediscover that elusive emotion of motion—that fun, connected-to-the-road feeling that we like to call “Zoom-Zoom.”
CFC-free air conditioning (except Club Spec model)

Full instrumentation, including tachometer, coolant-temperature, Courtesy light on windshield header; ignition-keyhole light

Remote trunk-lid and fuel-door release

Power windows with driver’s one-touch-down feature

Reclining bucket seats with integrated headrests; driver’s 3-point lap/shoulder safety belts with pretensioners

2-speed intermittent windshield wipers

Dual body-color power remote mirrors

Black seatback bars and aero mesh screen

Lightweight aluminum hood and trunk lid

P205/50R16 high-performance radial tires

Sport-tuned exhaust system with dual outlets

Front and rear stabilizer bars; gas-charged shock absorbers

Rack-and-pinion steering with engine-rpm-sensing variable assist

Aluminum alloy engine block and cylinder head

STANDARD MX-5 MIATA INTERIOR FEATURES

STANDARD MX-5 MIATA EXTERIOR FEATURES

EXTERIOR COLORS

BLACK or TAN Leather

Black Cloth

- Power door locks
- Steering-wheel-mounted audio controls
- Cruise control with steering-wheel-mounted controls
- Power door locks
- Rearview mirrors w/telescopic, retractable, and adjustable w/2 memory settings
- Rearview mirror with homelink
- Power windows
- Power heated door mirrors

- 200 watt Bose® 7-speaker audio system
- Leather-trimmed seats
- Black or tan cloth convertible top
- Black or tan cloth convertible top
- Power door locks
- Rearview mirrors w/telescopic, retractable, and adjustable w/2 memory settings
- Rearview mirror with homelink
- Power windows
- Power heated door mirrors
- Bluetooth® Hands-Free Phone System

- Apple CarPlay™
- Android Auto™
- Voice-activated navigation system
- Voice-activated controls

COLORS

16-INCH ALLOY WHEELS

17-INCH ALLOY WHEELS

WHEELS

INTERIOR COLORS

BLACK LEATHER

16-INCH ALLOY WHEELS

17-INCH ALLOY WHEELS

SUNLIGHT SILVER METALLIC

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Marble White

MX-5 Miata, Grand Touring

True Red

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Copper Red

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Sunroof

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Nordic Silver

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Brilliant Black

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

Cyclops Grey

MX-5 Miata, Touring, Sport

MX-5 Miata Grand Touring

MX-5 Miata Models

MX-5 Miata Club Spec

Includes all MX-5 standard features plus:
- Air conditioning
- 6-speed manual transmission
- Sport-tuned steering wheel (red) in place of leather-wrapped wheel
- Available in all Paint Codes

MX-5 Miata Touring

Includes the following features:
- 6-speed manual transmission
- Sport-tuned steering wheel (red) in place of leather-wrapped wheel
- Available in all Paint Codes

MX-5 Miata Club Spec

Includes all MX-5 standard features plus:
- Air conditioning
- 6-speed manual transmission
- Sport-tuned steering wheel (red) in place of leather-wrapped wheel
- Available in all Paint Codes

MX-5 Miata Touring

Includes the following features:
- 6-speed manual transmission
- Sport-tuned steering wheel (red) in place of leather-wrapped wheel
- Available in all Paint Codes

MX-5 Miata Sport

Includes the following features:
- Power door locks
- Rearview mirrors w/telescopic, retractable, and adjustable w/2 memory settings
- Rearview mirror with homelink
- Power windows
- Power heated door mirrors
- Bluetooth® Hands-Free Phone System

MX-5 Miata Grand Touring

Includes the following features:
- Power door locks
- Rearview mirrors w/telescopic, retractable, and adjustable w/2 memory settings
- Rearview mirror with homelink
- Power windows
- Power heated door mirrors
- Bluetooth® Hands-Free Phone System

Your Mazda dealer is your best source for up-to-date information. Mazda reserves the right to change product specifications, standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages. Following publication of this brochure, certain changes in standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages. Mazda reserves the right to change product specifications, standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages. Following publication of this brochure, certain changes in standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages.
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