

MAZDA
RX-7
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"THE RX-7...HAS THAT ALL-IMPORTANT SPORTS-CAR MAGIC."

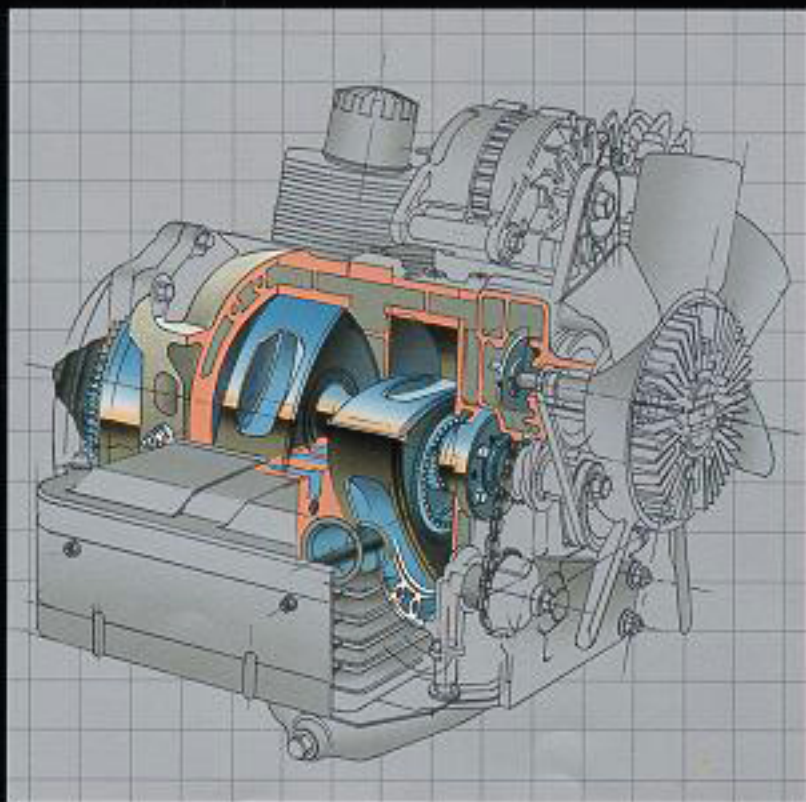
Car and Driver, 1984

It sings an irresistible song, begging to be revved to its redline and thrown into corners, and it communicates the joys of the sports-car experience . . ."
Car and Driver, 1984

When introduced in 1978, *Road & Track* pronounced the revolutionary rotary-engine RX-7 " . . . an enthusiast's dream come true." And in 1982, " . . . true benchmarks linger to become legends . . .RX-7 is quietly and surely treating us to this transition."

Motor Trend, in its broad perspective, has commented " . . . there's simply nothing else out there with the RX-7's combination of price, performance, quality and styling."

In a world where sports cars too often are conceived as image builders and marketing ploys, Mazda remains committed to its original concept—a unique high-performance sports car made possible by the world's only rotary engine. And now RX-7 keeps the legend growing with a race-bred 13B rotary that sets yet another performance benchmark.



Mazda's unique rotary engine (12A shown).

RACING, ROTARY-STYLE

Rod Millen's unique four-wheel-drive RX-7, racing in SCCA PRO Rally competition, has won the Olympus Rally two years in a row.



THE MAZDA ROTARY ENGINE—ITS INFLUENCE IN THE WORLD OF RACING IS FORGING NEW FRONTIERS.

In just six short years, Mazda has achieved what no other car maker in history has done: It has not only established RX-7 and its rotary engine in the racing world as a dominant force in its IMSA GTU class, it has proved a revolutionary and exclusive power plant so efficient and reliable that it has become a major force in new worlds of racing.

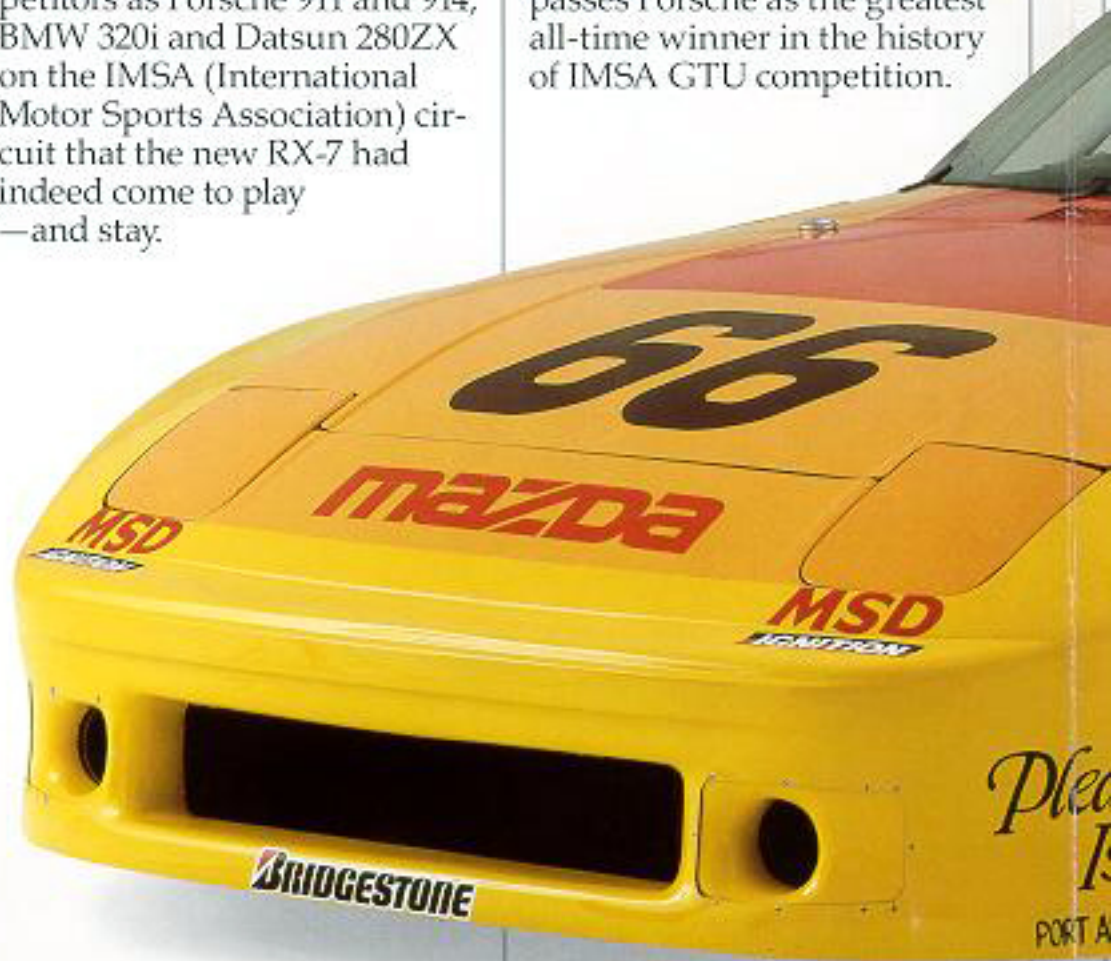
This is the same rotary engine, remember, that was judged "heretic" by engineering professors and "impossible to solve" by other carmakers. Only through 16 patient years of innovative research and development by Mazda's dedicated and creative engineers were the rotary's secrets unlocked one by one. Now look what's happened:

GTU tour de force.

In 1979, in its maiden race in the 24 Hours of Daytona—where extreme conditions are

the only condition, and 46 of 68 starters failed to finish—two factory-modified RX-7s were entered. They finished 1st and 2nd in their GTU class, 5th and 6th overall against more powerful cars in other classes. It was merely the best finish ever by cars of the GTU class. Which served an immediate notice to such formidable competitors as Porsche 911 and 914, BMW 320i and Datsun 280ZX on the IMSA (International Motor Sports Association) circuit that the new RX-7 had indeed come to play—and stay.

Since then, the RX-7 has proved indomitable, with season championships in 1980, '81, '82, '83, and yet again in '84—an unprecedented demonstration of superior racing performance and the reliability of the marque, and especially its 12A rotary engine. And with the 1984 manufacturer's championship, Mazda surpasses Porsche as the greatest all-time winner in the history of IMSA GTU competition.



Pleas
Is
PORT A

SCCA GT-2 national champion for the second straight year: Dr. Bob Reed's Mazda RX-7.



RX-7 debuts a GTO winner.

As RX-7 was sweeping the GTU class at Daytona in 1982 with an incredible 1-2-3-4-5-6 finish, another RX-7 with a larger 13B rotary engine was making its first entry in the GTO class. In

a formidable field of 31 competitors, including far more powerful BMW M-1s, Porsche Carreras, 924 Carreras and 934s, and Chevrolet Corvettes, the lone RX-7 ultimately took the checkered flag—with only one other GTO competitor within

seven miles at the finish.

Astoundingly, the RX-7 victory at Daytona in the GTO class was repeated in 1983, by yet another 13B-equipped RX-7 competing in its first endurance race. And with RX-7's GTO potential so dramatically proved, Mazda began a full circuit campaign in 1984.



IMSA GTU champion for an unprecedented five consecutive years, the 12A-powered Mazda RX-7 this year became the winningest car in GTU history.

Mazda's 13B rotary is at the heart of the new Lola T616 racers, which finished 1st and 3rd in class in the 1984 running of the 24 Hours of Le Mans.



RX-7 invades the SCCA.

It was inevitable that as soon as RX-7 arrived on America's streets, its enthusiast-owners would rush to enlist them in Sports Car Club of America competition. And once again, the inherent superiorities of its rotary reliability and high-performance capability have been proved in fierce competition. Enough so that an RX-7 owned and driven by Dr. Bob Reed captured the SCCA GT-2 national championship in 1982 and 1983.

RX-7 and the rotary found yet another kind of challenge on the SCCA's PRO Rally circuit. Here, diabolical open-road, all-weather endurance courses test the mettle and the endurance of drivers and machines over the most formidable terrain in the area. Campaigning under such

circumstances, an RX-7 from Rod Miller's Newport Rallying shop roared past all competition to the 1981 PRO Rally championship, then was edged out in 1982 by a new four-wheel-drive competitor. Miller's response: a *four-wheel-drive RX-7 conversion* to meet the competition head-on with a challenging new application of rotary engine power!

involvement is the development of the new Jim Russell/Mazda Pro Series race car (at bottom left), which made its debut at the prestigious Long Beach Grand Prix, March 31. These are competition racers all built to a single set of specifications—and powered by the Mazda's 13B rotary. Thus their drivers enter the race with machines on as



Mazda InterAmerican Championship race: A field of equally prepared RX-7s battle for the lead during this Miami Grand Prix opening event.

New horizons for the rotary.

For 1984, Mazda's 13B rotary became the power plant for three new and exciting ventures in the racing world. At the top of this page you see one of three B.F. Goodrich-Mazda Lola T616 extraordinary racers which are campaigning on the IMSA GTP and FIA Group C 2 circuits. And in direct competition with them is an exotic new British GTP Argo—also powered by Mazda's 13B rotary. Still another unusual

equal a basis as possible and rely on their preparatory work, driving skills and racing guile for a victory.

The ultimate victor: you.

While winning is always glorious, the ultimate objective of Mazda racing from the beginning has been to test its best against the competition's best—not for the glory of winning, but to improve the breed of cars that wear the Mazda name throughout the world.



New Formula Russell racer.

RX-7S & GS



WELCOME TO THE WORLD
OF ROTARY ROCKETS—
AMERICA'S STANDARD OF
VALUE IN SPORTS CARS.

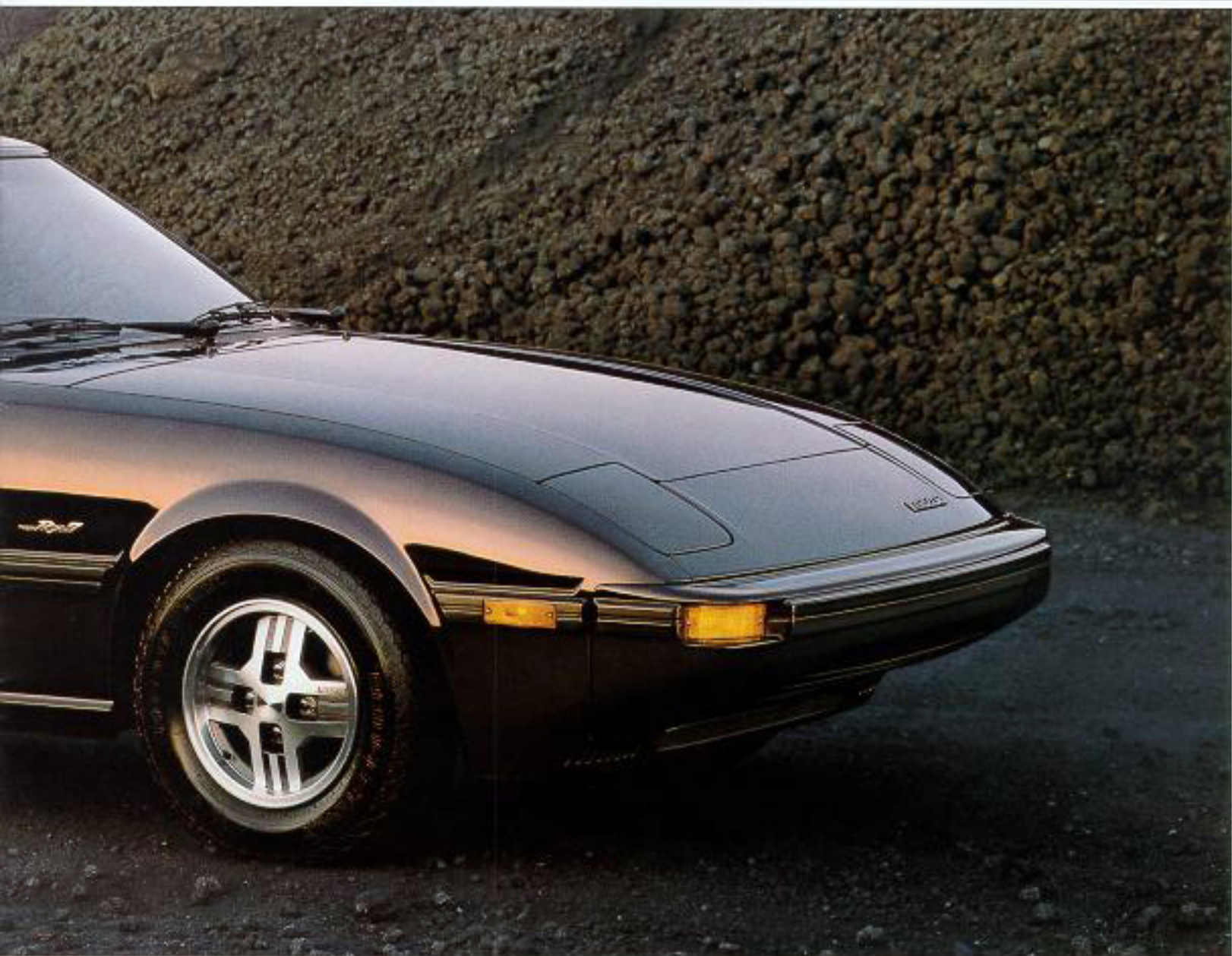
There they stand, sophisticated serious-performance sports cars—yet priced below dozens of commonplace automobiles. Small wonder *Road & Track* unanimously voted RX-7 "Best Car for the Eighties" in its class.

The heart of the matter:

Mazda alone has solved formidable mysteries of the rotary engine, and developed esoteric technology to produce this compact engine of astonishing performance-to-weight ratio.

Mazda's exclusive rotary contributes to RX-7's phenomenal roadability in another way: Its compact size permits placement *behind* the front axle in the mid-engine position which creates a near-perfect balance of weight between front and rear wheels. And the





12A rotary, as *Motor Trend* has commented, "...loves to rev... With the smooth 5-speed box, this is among the most fun-to-use powertrains you can buy today."

Carefully building upon these inherent advantages, Mazda gave RX-7 impeccable credentials in steering, suspension, stabilizer bars, and a center of gravity just 18 inches above the ground. And the result is a road poise, stability and flat-tracking sense of command that shines through on mountain curves—and in the

real world of your daily driving, wherever that may be.

The choice between S and GS.

The S model (far left) is our lowest-priced RX-7 and perhaps the most performance per dollar you can buy today. Yet it does bring a lot to the party—such basics as steel-belted radials, 5-speed overdrive, tinted glass, dual mirrors, a luxurious interior and a stereo are *not* extras, as in some would-be sports cars.

The GS model above is perhaps an even better invest-

ment, when you consider all you gain for a modest increase in price—a price which is still well below those of most true sports machines.

Wider 185/70HR13 steel-belted radials increase its road grip. The retracting headlamps become halogen. The sideview mirrors are electrically remote-controlled. The windshield gains an upper sun screen. GS also has special options, such as a sophisticated 4-speed overdrive automatic transmission for openers—more details are on the next page.

S & GS INTERIORS

A COCKPIT THAT MAKES DRIVING INSTINCTIVE IS THE FIRST COMMANDMENT OF ERGONOMIC DESIGN.

Road & Track has extolled RX-7 as "... comfortable to the mind as well as the body... seat, steering wheel and shifter are so well placed that the uninitiated can practically drive by instinct..." And that was precisely what Mazda

engineers labored to create for every driver at its wheel.

Yet RX-7 enthusiasts likely will first note the exceptional luxury of the patterned velour fabric to be found in the S and GS. The roof is lined with fabric instead of vinyl, for a richer look. Carpeting is deep and rich. And so is the ambiance.

The ergonomics at work.

It is less a matter of instinct than of meticulous placement of controls that make RX-7 so natural to drive. Control clus-

ters are just a fingertip away from a three-spoke soft grip steering wheel. Instrumentation is grouped directly below your sightline to chronicle rpms and speed, oil pressure, voltage, coolant temperature and fuel level. Beneath the dials are warning lights which monitor fuel, oil, coolant, and even washer fluid levels, plus eight other functions. The foot controls are aligned with your spine, and the shifter comes naturally to hand. Thus is instinctive driving born.



A high-tech console look.

Auxiliary controls on the console are no less studied and logical. Heater and air controls are push-buttons and dials—there's nothing to tug. Even the ashtray opens at a touch, not a tug. All this, mind you, applies to the S as well as the GS. And there is more. A storage compartment hidden in the console. Lockable stowaway lockers behind the seats, each illuminated when its lid is raised while headlamps are on. And the passenger's seat-back release is logically located on the driver's side for easier access to the locker behind it.

GS equipment, continued.

Among the magnificent details which separate GS from the S is a high-tech, high-quality, component-type sound system—*standard* (1). It includes an AM/FM stereo full-control radio, a Dolby-system cassette deck, dual 4-inch front speakers, dual 6-inch coaxial rear speakers, dual power amplifiers with 100-watt output, fader control and a power antenna.



(It's available for the S, too, as an option.)

The GS bill of particulars goes on and on. There is electronic remote adjustment for both sideview mirrors (2). A remote release for the rear hatch joins the one for the fuel door provided on the S (3). A left footrest appears on the floor for the driver, and a swivel-head maplight appears overhead for use by driver or passenger (4). A cargo area light goes on when the hatch is lifted. There is a glove compartment light, even a thoughtful night-light system for

the driver's door: Lift it up at night when the door is locked, and a glow of light locates the keyhole for you. Once inside, you find the ignition is also illuminated for quicker location. And there is more to note on page 17.

4-speed automatic overdrive.

GS is where an important option first appears as well: A sophisticated 4-speed overdrive automatic transmission. The 0.720-ratio fourth is combined with an automatic lockup between torque converter and the gearing, for maximum fuel efficiency. But there is also a manual *lock-out* button which cancels both the overdrive and the lockup device when you wish maximum response in your more serious maneuvering.

Now if you are undecided about which of these affordable RX-7s is right for you, then consider the GSL...

RX-7 GSL

THOSE WHO LUST FOR STILL MORE LUXURY AND PERFORMANCE WILL FIND GRATIFICATION HERE.

It was two years after the RX-7's introduction that Mazda succumbed to popular demand and brought forth a higher form of RX-7 to satiate desires for a still more luxurious environment in which to enjoy the joys of rotary rocketry.

Typically, Mazda planners' first thoughts were to GSL's performance. Which is why

GSL proffers 4-wheel power-assisted disc brakes and a limited-slip differential to provide still more capability in the most demanding driving situations.

The alloy wheels become standard, and the brawny 185/70HR13 steel-belted radials come with raised white letters. The complete stereo sound system, seen right—radio, tape deck and equalizer—becomes standard, and so does a rear window wiper/washer system.



Significant options of note.

The GSL is the only other RX-7 to offer the 4-speed automatic overdrive described on page 9. And it is the first RX-7 in the line to offer a sophisticated



variable-assist power steering. The faster you drive, the less assistance it delivers, leaving the road feel so necessary for serious driving. GSL also offers the ultimate luxury option, genuine leather upholstery.

To complement, not compromise.

What you have here is a luxury RX-7 artfully appointed to *raise* the aesthetic pleasures of driving without compromising its serious performance potency—for that is the essential appeal of RX-7 to dedicated enthusiasts, who would be unimpressed by superficialities.



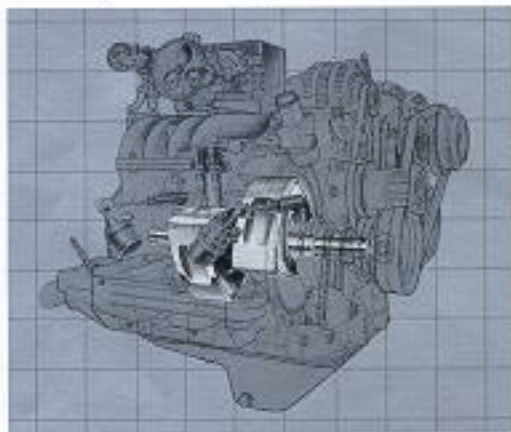
Component-type sound system, standard. Automatic transmission, optional.



RX-7 GSL-SE

THE RX-7 EXPERIENCE
BECOMES A NEW THRILL
WITH ITS RACE-BRED 13B
ROTARY ENGINE.

It is virtually indistinguishable from its RX-7 brethren in looks. Only the 14-inch alloy wheels and low profile Pirelli P6 tires signal its new level of RX-7 performance. For under its aerodynamics hums the street version of a race-bred 13B rotary, with 34% greater horsepower and 24% greater torque.



A more sophisticated rotary.

With a mere 14% increase in displacement over the 12A rotary, the 13B achieves its phenomenal potency through a myriad of refinements in design. First, its 6-port, 3-stage variable fuel induction system permits peak performance throughout its rpm range. Then, an ingenious dynamic-effect induction passage design creates a supercharged effect that is unique to the rotary engine. And finally, its computerized electronic gas injection constantly adjusts to the precise needs of the engine at that millisecond.

The net result is a rotary

hammer with an incredibly quick torque peak, 0-50 in 5.6 seconds and a standing quarter mile of 85 mph in 16.1 seconds.

A more capable sports car.

Still, the GSL-SE is no mere hopped-up muscle car, but a driving machine bred to new heights of total performance.

It packs a special 5-speed overdrive with a heavy-duty clutch. Four-wheel ventilated power disc brakes of larger capacity and better bite to beef up the braking action. And the rear suspension lower control arms move 20 mm lower to improve the grab of its P6 tires in maintaining predictability in extreme handling situations. The result is an RX-7 with a 0.88 g roadholding capacity on the skidpad, an RX-7 that is balanced and serene at a new and higher level of performance. And in this alone, a new benchmark of sports car capability has been achieved.

	RX-7 GSL-SE
Acceleration	
0-30 mph	2.5 sec.
0-50 mph	5.6 sec.
0-60 mph	8.0 sec.
0-80 mph	14.1 sec.
Standing ¼ mile	16.1 sec./ 85 mph
Braking	
30-0 mph	41 feet
60-0 mph	135 feet

Car and Driver verdict:

"For the money, there still isn't a better fling-about, redline-hungry, tire-smoking sports car to be had." *Motor Trend* found, "It's got the right looks, sounds and that intangible feel of a true sports car..."

Mazda's RX-7 GSL-SE features a street version of the 13B rotary engine that powers the GTO-Class RX-7 of Roger Mandeville.





GSL & GSL-SE INTERIORS

ENTER THESE RX-7S AND
EXPERIENCE A TRULY
EXTRAORDINARY
AMBIANCE FOR DRIVING.

Once the remarkable levels of ergonomic efficiency and luxury were established for entry-level RX-7s, Mazda's product planners were challenged to reward those who opted for GSL or GSL-SE. Certainly the

most noble levels of the most unique sports car in the world should offer a grander scale of amenities and still more meticulous attention to the interior refinements.

So it is that both GSL and GSL-SE offer the optional pleasure of leather—rich, plump leathers, not only on the seat facings, but on the door panel inserts and steering wheel as well. And for the traditionalists who associate classic cars with

classic leather, the investment is well worthwhile.

If you are diffident about leather, the luxurious striped velour upholstery that is standard will more than suffice, as you can see at right. In GSL, that fabric is carried through to side bolsters and door trim; in GSL-SE, these are contrasted by solid velour of identical hue. Whatever your choice, these RX-7's are eons away from spartan sports cars of yesteryear.





Appointments in abundance.

Power windows, standard. Automatic cruise control, standard. Rear window wiper/washer system, standard. Electrically adjusted dual sideview mirrors, standard. The handy storage compartment hidden in the console is *lined*, and so is the glove compartment.

And centered in the upper console are the components of a superb-quality sound system that is standard for both GSL and GSL-SE. Atop stands an electronic tuning AM/FM stereo radio with 10-station pushbuttons, seek-and-scan tuning and a memory. Below it gleams a Dolby-system cassette deck with metal tape selector, auto reverse and more hi-fi features. And below that,

a nine-band graphic equalizer, to custom-adjust the nuances of sound to your specific taste. And unseen, but definitely enriching the concert-hall effect, are dual amplifiers with 100-watt output, dual 4-inch cone front speakers, and dual coaxial 6-inch rear speakers. All this, plus power antenna and a "joy-stick" sound balance control, to provide suitable accompaniment to the ultimate RX-7 experience.



This litany yet continues: A raisable, removable steel sunroof becomes standard for both models, as does air conditioning for GSL-SE.

Substantive aids to driving.

The front of the driver's seat cushion is adjustable to allow a more precise degree of thigh support. With adjustable lumbar support and fine-angle seatback adjustment, what

results is an uncanny degree of precise accommodation to your preferences.

Thus have Mazda designers sought to achieve an extraordinary ambiance for extraordinary driving. And the GSL-SE is the ultimate plateau.

Still, the basic allure of all members of genus RX-7 lies in that humming surge of power, the sweet sense of command, and the ability to satisfy the enthusiast's quest for a unique sports-car experience. And if you have read this far in this brochure all that remains is the delicious dilemma of deciding which RX-7 is for you.



SPECIFICATIONS AND FEATURES

THE ANATOMY OF OUR ROTARY ROCKET—A GUIDE TO RX-7'S OUTSTANDING CAPABILITIES.

Engine 12A-5, GS, GSL/13B-GSL-SE

Type	Rotary, twin rotors inline, water cooled
Displacement, cu. in.	70/80
Compression ratio	9.4:1
Intake Ports	4/6
Horsepower, SAE net	101/135 @ 6000 rpm
Torque, SAE, lb.-ft.	107 @ 4000 rpm/133 @ 2750 rpm
Fuel system 12A	Carburetor, 2-stage 4-barrel downdraft
13B	Fuel injection, microchip computer controlled, 6 engine sensor monitors
Fuel pump	Electrical
Fuel requirement	Unleaded gasoline
Fuel capacity	16.6 gallons
Engine oil capacity	4.8/6.1 quarts
Engine oil cooler	Thermostatically controlled
Emission system 12A	Catalytic converter, air injection anti-afterburn and deceleration control
13B	Catalytic converter, air injection closed loop system
Cooling system	9.5 quarts, forced water circulation
Electrical system	12 volt, fully transistorized ignition, maintenance-free battery
Drivetrain	Manual overdrive
Automatic overdrive	Full synchromesh with hydraulic low-friction clutch (Heavy-duty clutch for GSL-SE) Fully automatic with lock-up/lock-out torque converter (Available GS, GSL only)

Transmission ratios	5-speed/SE	Auto
1st	3.622	2.458
2nd	2.186	1.458
3rd	1.419	1.000
4th	1.000	0.720
5th	0.807/0.711	—
Reverse	3.493	2.181
Final drive	3.909/4.076	3.909
Drive system	Rear-wheel drive; limited-slip differential: GSL, GSL-SE	

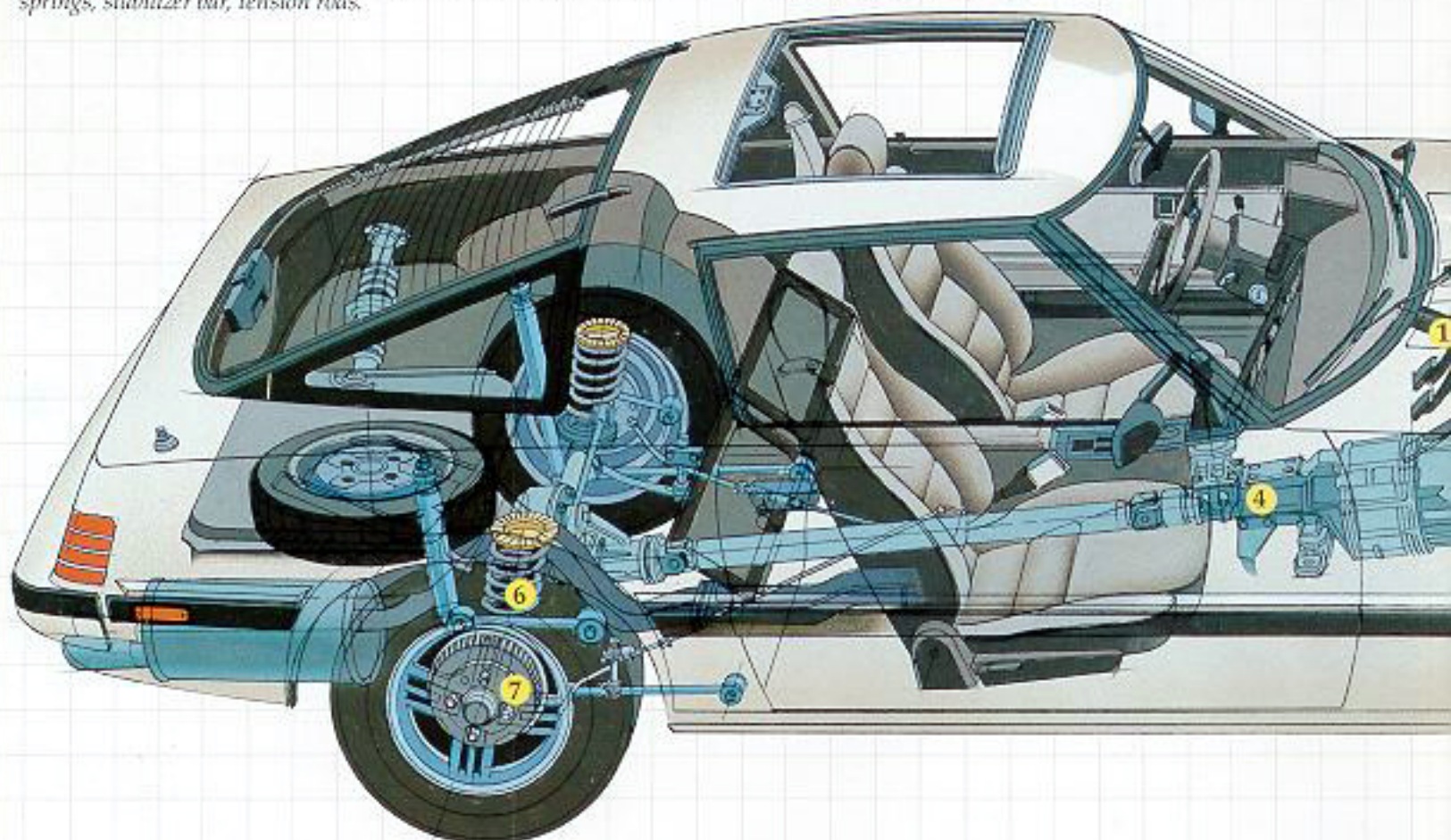
Body/Chassis	Body	All-steel welded monocoque	
Front suspension	Independent, hydraulic double-action struts, tapered coil springs, stabilizer bar and tension rods		
Rear suspension	4-link type, Watt linkage, coil springs, stabilizer bar, gas-filled shock absorbers		
Steering	Recirculating ball type, variable ratio 17.20:1, (15.83:1 with power assist); 3.7 turns lock-to-lock (3.4 for GSL-SE, 3.0 with power assist); turn diameter, 31.5 feet (32.8 for GSL-SE and with power assist)		
Brakes, type	Power-assisted (8-inch servo), dual hydraulic circuits, proportioning-bypass valves		
Front	Ventilated discs, 8.94 in. (9.84, GSL-SE)		
Rear	S, GS: Self-adjusting drums, 7.9 in., finned GSL: Discs, 9.3 in., solid GSL-SE: Discs, 10.1 in., ventilated		
Parking	Mechanical, rear wheels		
Dimensions	Length	170.1"	
	Width	65.7"	Track, front 55.9"
	Height	49.6"	rear 55.1"
	Wheelbase	95.3"	Ground clearance 5.7"

1. Variable-ratio, recirculating-ball type steering. Smooth, precise action, direct feel. Variable-assist power steering available on GSL and GSL-SE models.

2. Front suspension: Independent double-action struts, tapered coil springs, stabilizer bar, tension rods.

3. Front brakes: Power-assisted, ventilated discs, 8.94-in. diameter; 9.84-in. diameter for GSL-SE.

4. 5-speed overdrive transmission standard on all models; special performance-type for GSL-SE.



Dimensions cont'd

Legroom	41.5"	Curb weight:		
Headroom	37.2"		With 5-speed	2325 lbs.
Headroom w/sunroof	36.8"		With automatic	2390 lbs.
Shoulder room	51.4"		With auto, Cal.	2380 lbs.
Hip room	49.8"		With air, add	55 lbs.
		GSL-SE	2575 lbs.	

Limited Engine Warranty: Mazda warrants that the basic engine block and its internal parts will be free of defects with normal use and prescribed maintenance for 3 years or 50,000 miles, whichever comes first, or Mazda will fix it free. This transferable, limited warranty is free on all new rotary-engine Mazda RX-7s sold and serviced in the United States and Canada.

Mazda's Rotary engine is licensed by NSU-WANKEL.
 * Comparisons and magazine evaluations of RX-7 and other vehicles are based on earlier models. For 1985, competitive specifications, features and tests may be different, and subject to change from time to time.

Availability of specific options varies by geographic location, and may be available only in combination with other options. Also, specific combinations of colors, interiors, equipment, features or options may vary from time to time and by geographic area. Mazda reserves the right to make changes without notice at any time in prices, models, specifications, equipment, features, colors or options. Some equipment shown in this brochure is optional at extra cost.

23 EST. HWY MPG **17** EST. CITY MPG
 With 5-speed transmission. EPA estimates for comparisons. Your mileage may vary with trip length, speed and weather. Actual highway mileage will probably be less.

California: 22 est. hwy mpg, GSL-SE: 23 est. hwy mpg, 16 est. city mpg.

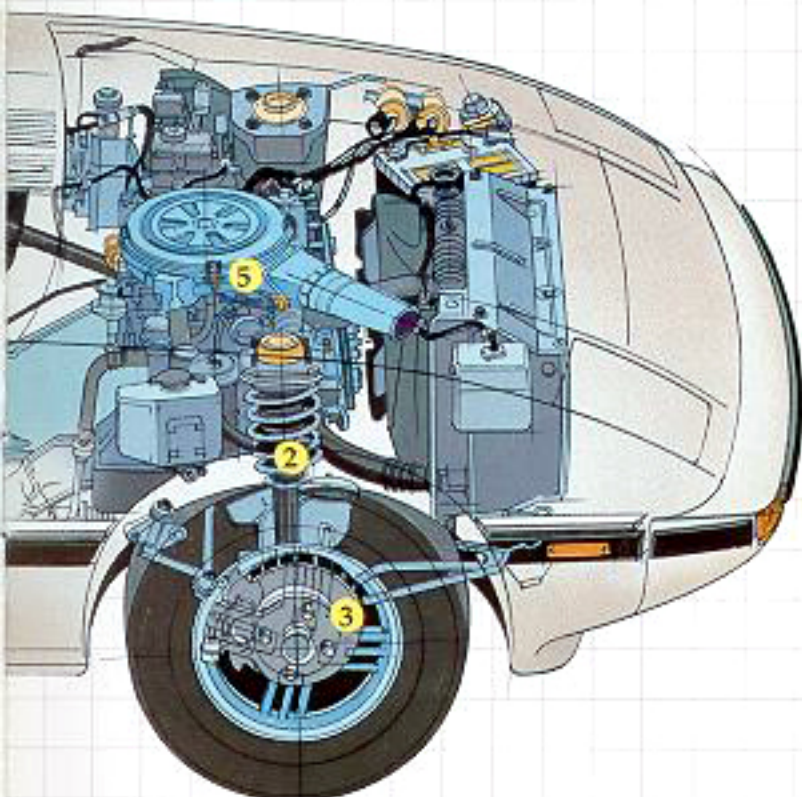
Exterior colors:

Dover White • Ocean Blue Metallic • Sunrise Red • Sunbeam Silver Metallic • Custom Silver Metallic • Sparkling Black Metallic • Tender Blue Metallic • Desert Brown Metallic • Light Beige

5. Twin-rotor engine provides remarkable power for its size: 70 cu. in. 12A in S, GS, GSL; 80 cu. in. 13B in GSL-SE.

6. Rear suspension: live axle, 4-link type, Watt linkage, coil springs, gas-filled shock absorbers, stabilizer bar.

7. Rear brakes: Power-assisted. S, GS—Finned 7.9-in. self-adjusting drums; GSL—9.3-in. solid discs; GSL-SE—10.1-in. ventilated discs.



	S	GS	GSL	GSL-SE
5J-13 styled steel wheels	S	S	—	—
5½JJ-13 Aluminum alloy wheels	O	O	S	—
5½JJ-14 Performance alloy wheels (14-inch)	—	—	—	S
165HR13 steel-belted radials	S	—	—	—
185/70HR13 steel-belted radials	O	S	—	—
185/70HR13 raised white letter steel-belted radials	—	—	S	—
P205/60VR14 Pirelli P6 raised black letter steel-belted radials	—	—	—	S
Wide body side mouldings	S	S	S	S
Retractable headlamps	S	S	S	S
Halogen headlamps	—	S	S	S
Tinted glass	S	S	S	S
Windshield sunshade tinting	—	S	S	S
Electric rear window defroster	S	S	S	S
Rear window wiper/washer	—	—	S	S
Dual black sideview mirrors	S	—	—	—
Dual black remote control sideview mirrors	—	S	S	S
Remote control hatch release	—	—	S	S
Remote control fuel filler door release	S	S	S	S
Raisable/removable steel sunroof	—	—	S	S
Reclining bucket seats	S	S	S	S
Adjustable headrests	S	S	S	S
Patterned velour upholstery	S	S	—	—
Striped velour upholstery	—	—	S	S
Solid velour bolsters	—	—	—	S
Leather upholstery, door trim & steering wheel wrap	—	—	O	O
Driver's seat 3-position lumbar support adjustment	S	S	S	S
Driver's footrest	—	—	S	S
Driver's seat height adjuster	—	—	S	S
Side seat covers	S	S	S	S
Urethane-wrapped steering wheel (3-spoke)	S	S	S	S
Leather-wrapped steering wheel (3-spoke)	—	—	O	O
8000 rpm tachometer	S	S	S	S
140 mph speedometer/odometer	S	S	S	S
Oil pressure gauge and voltmeter	S	S	S	S
Resettable trip odometer	S	S	S	S
Warning lights and sounds	S	S	S	S
Multi-function electronic check panel	S	S	S	S
Cruise control	O	O	S	S
2-speed, intermittent-action wipers/washers	S	S	S	S
Day/night rearview mirror	S	S	S	S
Headlamps-on reminder chime	S	S	S	S
Side window demisters	S	S	S	S
Illuminated ignition keyhole	—	S	S	S
Map light	—	S	S	S
Cargo area light	—	S	S	S
Lockable glove compartment	S	S	S	S
Illuminated glove compartment	—	S	S	S
Power windows	—	—	S	S
Passenger vanity mirror	S	S	S	S
Full cut-pile carpeting	S	S	S	S
Dual storage compartments w/locks, lights	S	S	S	S
Full console w/armrest and box lid	S	S	S	S
Door map pockets	S	S	S	S
Illuminated cigarette lighter	S	S	S	S
Digital quartz clock	S	S	S	S
Illuminated driver's door lock	—	S	S	S
Power antenna	S	S	S	S
AM/FM full-control stereo radio	S	—	—	—
AM/FM stereo radio w/cassette deck	O	S	—	—
AM/FM ETR stereo radio w/cassette deck	O	O	S	S
9-band graphic equalizer	O	O	S	S
Automatic 4-speed overdrive transmission	—	O	O	—
Air conditioning	O	O	O	S

Codes: S: Standard O: Optional —: Not available

mazda

THE MORE YOU LOOK, THE MORE YOU LIKE.



EXPERIENCED
DRIVERS
BUCKLE UP