



WHY SHOULD DRIVING
A SPORTS CAR FEEL LIKE
OPERATING A MACHINE WHEN
IT CAN FEEL LIKE
MOVING A MUSCLE?



According to conventional wisdom, the more you add to something the more advanced it becomes. We went the opposite direction. The Mazda RX-7 is

This isn't the new RX-7. Just what it feels like when you're behind the wheel. Rotary-powered RX-7s have the most wins in IMSA history. Not to mention one at the prestigious 24 Hours of Le Mans.

a return to the pure sports car. The dream of engineers who believe driving should be more like firing a neuron than pushing a lever. ♡ We made that dream a reality. By trimming off the fat we created a sports car with superb response and control. One designed to be

No pistons. No valves. No cams. No lifters. Just three primary moving parts. The rotary engine is compact, powerful and efficient. Quite simply, it's the ideal engine for a pure sports car.

lightweight, yet strong. ♡ Precisely the kind of sports car that doesn't come from

companies that build sports cars on the same platform they use for

their sedans. And then add even more weight with things

like active aerodynamics and 4-wheel steering in an

attempt to overcome the performance drawbacks of their

designs. ♡ Unlike them, we designed the Mazda RX-7



from scratch. Around something no other car company can offer:

a rotary engine. One with the only sequential twin turbo

system in a production car. So it delivers 255 hp seamlessly,

with virtually no turbo lag. ♡ But smooth

power is just one advantage of the rotary.

Double-wishbone suspension gives the Mazda RX-7 incredibly fast reflexes. It's both strong and lightweight. Thanks to our use of aluminum alloys and "squeeze casting," a technique invented for manufacturing aircraft parts.



Because it's remarkably compact, it can be placed nearer the center of the car for a 50/50 weight

Mazda engineers missed no opportunity to save weight. This is part of the world's lightest pedal cluster. It's made of aluminum, then drilled to save precious ounces.



distribution and a low center of gravity. Which translates into razor

A few other sports cars have twin turbos. The new Mazda RX-7 is the only production sports car that employs them sequentially. For a seamless power curve with virtually no turbo lag.

sharp handling. And because the rotary weighs hundreds

of pounds less than a comparable piston engine, we were able to lighten the sub-



frame that cradles it. Triggering a chain reaction of weight

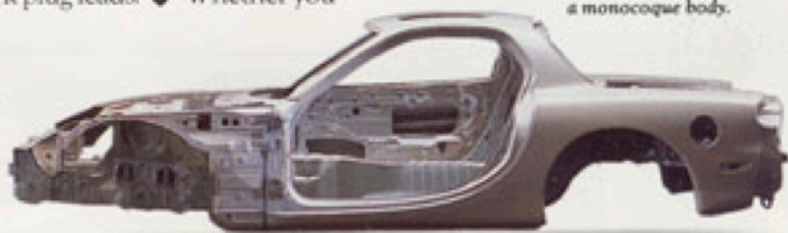
reduction possibilities throughout the entire car. From pounds off the

exhaust system to ounces off the world's lightest pedal cluster. We even saved a

few grams by shortening the spark plug leads. ♡ Whether you

call it meticulous or downright

fanatical, engineering like this



The body of the new RX-7 is a "space monocoque" design. The first in a production car. It distributes loads like a race car's space frame, while retaining the strength of a monocoque body.

explains why the RX-7 is lighter than most of the world's top sports cars. And has a power-

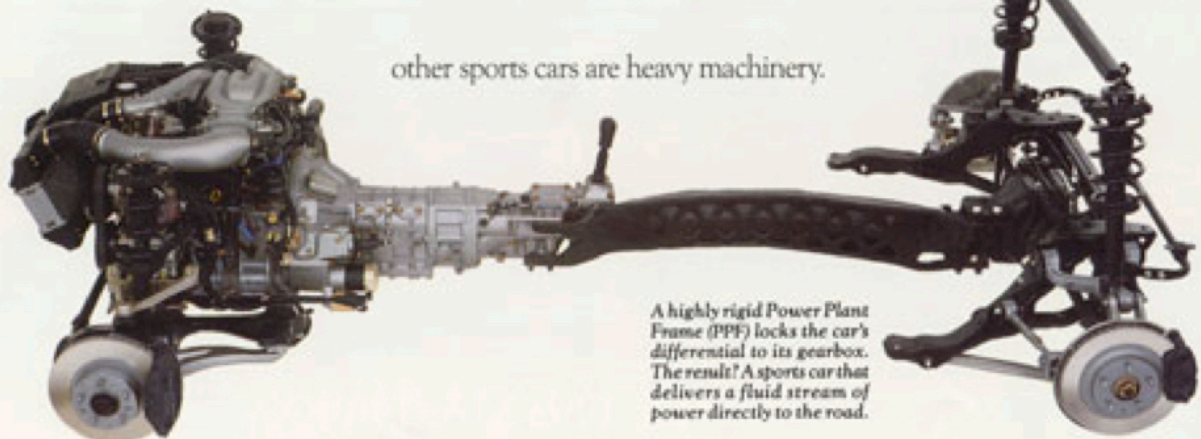
to-weight ratio worthy of a race car. It has a top speed of 156 mph and accelerates from

0 to 60 in 4.9 seconds. But with its oversized 4-wheel disc brakes and ABS, the RX-7 will

bring you back to zero in no time at all. ♡ So don't expect the new Mazda RX-7 to feel like

any other sports car that you've ever driven. Because compared to the RX-7,

other sports cars are heavy machinery.



A highly rigid Power Plant Frame (PPF) locks the car's differential to its gearbox. The result? A sports car that delivers a fluid stream of power directly to the road.

1993 MAZDA RX-7 SPECIFICATIONS

Engine	
Type	2-rotor inline rotary
Aspiration	Sequential twin turbochargers with air-to-air intercooler
Displacement	1308cc (80 cubic inches)
Horsepower, SAE net	255 @ 6500 (manual transmission) 255 @ 6200 (automatic transmission)
Torque, SAE net lb.-ft.	217 @ 5000
Fuel system	Multi-port electronic fuel injection
Ignition system	Distributorless electronic
Cooling system	Forced water/coolant circulation Oil-to-air cooler

Transmission	
Type	5-speed manual with overdrive 4-speed electronically controlled automatic with overdrive and lockup torque converter (n/a R-1)
Differential	Torsen® torque-sensing limited-slip type

Chassis	
Frame	Unit body
Front suspension	Independent double-wishbone type with squeeze-cast aluminum upper control arms, forged aluminum lower control arms, coil springs, gas-filled shock absorbers, and stabilizer bar
Rear suspension	Independent double-wishbone type with multiple links for toe control, squeeze-cast aluminum upper control arms, coil springs, gas-filled shocks, stabilizer bar, and aluminum shock-tower support brace

Chassis	
Steering	Rack-and-pinion type with engine-rpm-sensing variable power assist Steering ratio: 15.0:1
Brakes	11.6-inch ventilated front discs with 4-piston aluminum calipers and ducted backing plates 11.6-inch ventilated rear discs Anti-lock Brake System (ABS)
Wheels	8.0J-16 squeeze-cast aluminum alloy with aerodynamic design for optimum brake cooling
Tires	High-performance steel-belted radials P225/50R16 91V P225/50ZR16 (R-1 Package)
Curb weight	2789 pounds (manual transmission)

Dimensions (inches)	
Wheelbase/length	95.5/168.5
Width/height	68.9/48.4
Headroom/headroom with sunroof	37.6/36.4
Shoulder room/legroom	51.8/44.1

EPA Mileage Estimates (mpg)	
Manual transmission	17 city, 25 highway
Automatic transmission	18 city, 24 highway

Exterior Colors	
Silver Stone Metallic, Vintage Red, Montego Blue Metallic, Brilliant Black, Competition Yellow Mica (R-1 Package only)	

Warranty	
36-month/50,000-mile, no-deductible, "bumper-to-bumper" warranty and free roadside assistance. See dealer for limited-warranty details.	

For more information,
call 1-800-639-1000.

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