A SPORTS CAR LIKE NO OTHER.
Don't look here if you want to look like everyone else. Because the Mazda RX-8 is without peer. Its profile is provocative—even predatory. Its high-revving RENESIS rotary engine rockets from 0 to 60 mph in a scant 5.9 seconds.* Even its cabin raises the bar by easily accommodating 4 adults. No wonder the RX-8 has been named a Car and Driver "10Best" every year since its introduction.

Mazda RX-8 shown with Genuine Mazda accessories.

*Road & Track  (4/03)
In a Mazda RX-8, the real exhilaration begins with the ingenious way it combines unexpected versatility with pure sports-car performance. By eliminating both center pillars, its “Freestyle” door system provides access to first-class seating for four adults—allowing you to easily take three family members or friends along for the ride. There’s also a full-length console with a built-in armrest and storage area. Plus a truly useful trunk that readily handles a pair of golf bags or duffel bags. Or weekend luggage. A handy cargo pass-through in the rear seatback is ideal for longer items, such as skis. Equally compelling is its comprehensive matrix of safety features that encompasses both active and passive systems. By eliminating the trade-offs typically found in more traditional sports-car designs, the RX-8 redefines the sports car for future generations.
To promote clear communication between man and machine, the Mazda RX-8 rewards its pilot with a cockpit painstakingly designed to be driver-centric. You feel it as you strap yourself into the well-bolstered contours of the driver’s seat. You see it as the electroluminescent tach skyrockets to its 9000-rpm* redline. You value it as you adjust steering-wheel-mounted controls for both the cruise control and audio systems. You hear it as the available SIRIUS Satellite Radio* receiver and 9-speaker Bose® sound system fill the cabin. And you marvel at it as the available DVD-based navigation system’s 7-inch retractable LCD screen displays the most direct route.

As your feet dance across the racing-inspired aluminum foot pedals that distinguish every RX-8 equipped with a 6-speed manual gearbox, one conclusion is inescapable: The RX-8 is taking the sports-car experience in bold, new directions.
Assertively concealed under the aluminum hood of every Mazda RX-8 is a hand-assembled RENESIS rotary engine that's so advanced, it has no cylinders, pistons or valves—just three major moving parts and an outrageously broad powerband. Lighter and more compact than a piston engine of comparable power, the rotary's superior horsepower-to-weight ratio makes it an ideal powerplant for sports cars. Its compact size also pays off in extra cabin room. And even allows the engine to be positioned well behind the front axle, including the RX-8 with all the handling advantages of an advanced front-mid-engine layout.

**HOW A ROTARY WORKS**

Instead of pistons inside cylinders, two triangular rotors spinning within their own oval housings, and around a common output shaft, smoothly generate all power.

**INTAKE STROKE:** As an apex of the rotor passes the intake port, fuel-air mixture is drawn in.

**COMPRESSION STROKE:** The intake port is blocked, and the fuel-air mixture is compressed.

**COMBUSTION STROKE:** The compressed fuel mixture is ignited by two spark plugs. The force created by this combustion spins both rotor and shaft.

**EXHAUST STROKE:** The rotor's continuing orbit forces exhaust gases out the exhaust port. The cycle is then repeated.

**ROTARY EXPERTS:** Since 1961, Mazda has designed and built more than 80 different rotary engines in 2-, 3- and 4-rotor configurations. Moreover, Mazda has sold nearly 2 million rotary-powered vehicles worldwide—including three generations of the immediate predecessor to the RX-8, the legendary Mazda RX-7.
A. Steering-wheel-mounted paddle shifters, similar to those on some race cars, are standard on the RX-8 equipped with a Sport AT 6-speed automatic transmission.

B. In manual sport mode, the Sport AT allows you the fun of shifting gears via its paddle shifters or console-mounted shifter and delivers a spirited 212 hp.

C. The advanced multilink rear suspension of the RX-8 delivers precise camber control, resulting in outstanding grip. In front, its sophisticated double-wishbone suspension design benefits from the light weight and high strength of aluminum alloy upper and lower control arms. A Dynamic Stability Control (DSC) system is also available. The system monitors both throttle and brake functions and includes a Traction Control System (TCS) to enhance the handling and performance of the RX-8 under adverse driving conditions.

FRONT MID-ENGINE

REAR ENGINE

If you demand undiluted acceleration and control, there's an RX-8 that serves up a short-throw 6-speed manual gearbox, lightweight carbon-fiber driveshaft and a sky-high 9000-rpm redline. Or, for both convenience and fun, consider an RX-8 equipped with a 6-speed Sport AT automatic transmission that also offers manual shifting plus a 7500-rpm redline.

To minimize powertrain twisting and wasted power, both models also utilize a Power Plant Frame (PPF) that marries engine, transmission and differential into a single, super-rigid unit.

50% 50%

V6 ENGINE

High Polar Moment

RENESSIS ROTARY

Low Polar Moment

RENESSIS ROTARY V6 ENGINE

EXEMPLARY HANDLING is also achieved by positioning much of the mass, including powertrain and fuel tank, near the center point of the RX-8. This gives the RX-8 a "low-polar-moment-of-yaw" inertia, making it highly responsive to changes in direction—left or right. Cars with widely distributed mass have a "high-polar-moment-of-yaw" inertia and tend to be less responsive and harder to control.

WEIGHT DISTRIBUTION significantly impacts a sports car's stability and handling. So the RX-8 is engineered to maintain an approximate 50:50 weight distribution, front to rear, regardless of passenger load. The end result is a remarkably agile, well-balanced design.

THE ROTARY ENGINE contributes to the superb performance and crisp, agile handling of the RX-8 in several crucial ways. Lighter and more compact than piston engines of comparable power, the rotary delivers an impressive power-to-weight ratio for spirited acceleration. And its compact design allows it to be placed lower and well behind the front axle. This helps lower the center of gravity, enhancing the sports car's overall balance, stability and agility.

THANKS TO MAZDA ROTARY TECHNOLOGY, form beautifully follows function. The relatively compact size and light weight of the rotary engine enabled Mazda engineers to create a rigid chassis and ingenious cabin design for the RX-8 that accommodates four full-size adults. And all within dimensions virtually identical to a Porsche 911.

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The rotary engine's compact size, light weight and high-output reliability make it ideal for racing. Today, the RENESIS rotary engine found in every Mazda RX-8 can also be found in every open-wheel car competing in the Star Mazda Racing Series. Equally remarkable racing RENESIS initial results in American Le Mans Series (ALMS) competition—in 2005, a Mazda RX-8 held on to win its first-ever ALMS class championship in its first nine races. And in 2004 and 2005, a Mazda RX-8 captured consecutive Grand-Am Cup GT Class Championships—while beating the likes of Audi, BMW and Acura. But here, Mazda’s commitment to motor sports is unwavering. A fact now proudly reflected by the Mazda race car you’re now driving: Mazda Raceway Laguna Seca.
**EXTERIOR FEATURES**

- Lightweight carbon fiber driveshaft
- Manual Sport AT

**INTERIOR FEATURES**

- Flip-out rear quarter windows
- Heated front seat-mounted side-impact air bags*

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Engine size and type</th>
<th>1.3-liter RENESIS 2-rotor rotary</th>
<th>1.3-liter RENESIS 2-rotor rotary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compression ratio</td>
<td>10:1</td>
<td>10:1</td>
</tr>
<tr>
<td>Engine intake configuration</td>
<td>6-port</td>
<td>6-port</td>
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<tr>
<td>Horsepower, SAE Net</td>
<td>232 @ 8500 rpm</td>
<td>212 @ 7500 rpm</td>
</tr>
<tr>
<td>Transmission</td>
<td>6-speed manual</td>
<td>6-speed manual</td>
</tr>
</tbody>
</table>

**EXTERIOR COLORS**

- Black Cloth, Black Leather, Black/Red Leather, Black/Chaparral Leather
- Sand Leather/Alcantara® (Touring or Grand Touring models)
-xcloth, Black Leather, Black/Chaparral Leather

**WHEEL OPTIONS**

<table>
<thead>
<tr>
<th>16-inch Alloy</th>
<th>18-inch Alloy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Product Changes and Options Availability: Following publication of this brochure, certain changes in standard equipment, options and/or the like, or product details may have occurred and should not be relied upon in these pages. Your Mazda dealer is your best source for up-to-date information. Mazda reserves the right to change product specifications at any time without incurring obligations. Option shown or described in this brochure are available at no extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.</td>
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</tr>
</tbody>
</table>

**INTERIOR FABRICS**

- Black Cloth
- Black Leather
- Black/Chaparral Leather
- Black/Chaparral Leather

**OPTIONS/PACKAGES**

- Appearance Package Front door shields and rear mirror shields (standard on 6-speed manual)
- Wheel options
- Wheel options

**PACKAGES**

- RX-8 Sport Package
- RX-8 Touring Package
- RX-8 Grand Touring Package

**INTERIOR COLORS**

- BRILLIANT BLACK CLEARGRADE
- WHITEWATER PEARL MICA
- COPPER RED MICA (RX-8 Shinka)
- MINING BLUE METALLIC
- SUNLIGHT SILVER METALLIC
- PHANTOM BLUE MICA
- GALAXY GRAY MICA
- VELOCITY RED MICA
- COPPER RED MICA (RX-8 Shinka)

- Black Cloth, Black Leather, Black/Red Leather, Black/Chaparral Leather
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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 RX-8 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 RX-8 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.”

All Genuine Mazda Accessories installed by your Mazda dealer, prior to or at initial vehicle delivery, carry the same new-vehicle limited warranty as your new Mazda. See your dealer for details.

COMMITTED TO YOUR PEACE OF MIND.

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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 COME 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.™