Your spirit of adventure. Your eye for innovation. Your passion for performance. And your quest for exhilaration. Remarkably, you’ll find them all ingeniously well-addressed by a sports car like no other: The revolutionary Mazda RX-8. Fueled by equal parts imagination and innovation, the RX-8 is the world’s first and only rotary-powered, 4-passenger sports car. And a direct descendant of such legendary vehicles as the original Mazda RX-7 and the history-making, rotary-powered Mazda 787B, the first and only Japanese entry to ever win the grueling 24 Hours of Le Mans. With its iconic styling, versatile interior and inspiring performance, the RX-8 truly breaks new ground. And dramatically reshapes the traditional sports car to better meet the needs of today’s drivers—discerning sports-car enthusiasts just like you.

It all comes back to you.
Leave it to Mazda, the company that’s built more sports cars than any other manufacturer, to not only push the envelope—but to tear it to shreds. And leave it to Car and Driver to name the Mazda RX-8 a “10Best” every year since its introduction. The RX-8’s provocative, nearly predatory profile is unlike any other sports car on earth. Its remarkably spacious cabin easily accommodates four adults. And its high-revving RENESIS rotary engine rocket’s from “0 to 60 mph in 5.9 seconds.”* If you’re looking for a sports car that inspires far more than mere envy, the RX-8 is worth a closer look.

Mazda RX-8 shown with Genuine Mazda Accessories.

* Road & Track (4/03)

It’s all about revolutionary design and performance.
It’s all about wide-open performance.

The Mazda RX-8 is a whole-new breed of sports car. One that delivers wide-open performance on every essential level. One that ingeniously obliterates any outdated ideas about what a sports car can be—and can’t be. And smartly replaces the tradeoffs that plague traditional sports cars with far more relevant solutions, including first-class seating for four adults. The convenience of four doors sleekly sculpted into true sports-car styling—thanks to an innovative “Freestyle” door system. A genuinely useful trunk that can easily swallow duffel bags, weekend luggage or even a pair of golf bags. A handy cargo pass-through in the rear seatback that readily welcomes longer items such as skis. Plus a comprehensive matrix of both passive and active safety features. In short, the RX-8 surrounds you with an unprecedented combination of pure sports-car performance, practicality and safety. And while it was also the first passenger car in the U.S. to earn a “five-star” rollover rating—the highest possible—from the National Highway Traffic Safety Administration (NHTSA), it never forgets that it’s a true sports car. Fact is, the experts at Road & Track (8/04) were so inspired, they concluded: “...sports-car thrills and practicality can happily coexist.”

* Government star ratings are part of NHTSA’s New Car Assessment Program (NCAP). For complete test results, visit www.nhtsa.gov.
A. The available DVD-based navigation system features a fully integrated and retractable 7-inch LCD screen.
B. An available Mazda iPod® Integration Module allows you to play any Apple® iPod with a bottom dock connector through your RX-8 audio system. You'll enjoy CD-quality sound, the use of both radio and steering wheel audio controls plus a continuously charged iPod. (iPod not included. See your dealer for compatibility conditions and limitations on installation.)

Apple® and iPod® are registered trademarks of Apple Computer, Inc.

It’s all about the art of communication.

Maintaining accurate, nearly intuitive communication between man and machine is a top priority in the Mazda RX-8. Which explains the driver-centric design of its expertly crafted cockpit. The leather-wrapped steering wheel that tilts to provide a better driving position and includes controls for the audio system and cruise control. The centrally located, oversized tach and high-contrast, electroluminescent gauges. The leather-wrapped gearshift knob and the ultra-precise, short-throw manual gearbox for quicker, more accurate shifts. The racing-inspired aluminum foot pedals precisely positioned to promote easier heel-and-toe downshifts. And, standard in the Touring and Grand Touring editions, the addition of both a 300-watt Bose® 9-speaker audio system and in-dash 6-disc CD changer. To enhance communication even further, a DVD-based navigation system with a retractable LCD screen and a SIRIUS Satellite Radio® receiver are also available. Whether the communication is seen, felt or heard, the RX-8 cockpit is designed to ensure that nothing gets lost in the translation.

* Standard on RX-8 models equipped with a 6-speed manual transmission.
† Subscription required. See your Mazda dealer for details.
“...the RX-8's combination of performance, comfort and spaciousness easily tops the Z.”

— Edmunds.com
It’s all about creating a sports car like no other.

Since weight distribution directly impacts a sports car’s handling, the RX-8’s engine and suspension are designed to maintain an approximate 50:50 weight distribution (front to rear), regardless of passenger load. The end result: handling that is more agile, predictable and stable.

In contrast to a conventional V6 engine of comparable power, the rotary engine found in the RX-8 is lighter, more compact and boasts a superior power-to-weight ratio. These inherent engine advantages help endow the RX-8 with an approximate 50:50 weight distribution, excellent handling and spirited acceleration.

Well-protected beneath the aggressive slope of the Mazda RX-8’s aluminum hood is a hand-assembled, high-revving RENESIS rotary engine. Lighter, less complex, more compact—and boasting a superior horsepower-to-weight ratio than a piston engine of comparable power—the rotary is an ideal engine for sports cars. It has no cylinders, pistons or valves. Instead, its advanced design has just three moving parts plus an outrageously broad powerband. The rotary’s compact size also pays off in extra cabin room. It even allows the engine to be positioned behind the front axle—a front-mid-engine location that pays huge dividends in terms of more responsive handling and agility.

Much of the Mazda RX-8’s mass, including its powertrain and fuel tank, is positioned near its center point. This gives the RX-8 a “low-polar-moment-of-yaw” inertia and ensures high levels of responsiveness. In contrast, cars with more widely distributed masses tend to be less responsive and harder to control.

Form also beautifully follows function in the RX-8’s cabin design. Taking full advantage of the rotary engine’s more compact size and lighter weight, Mazda engineers were able to give the RX-8 a very tight cabin and storage area. Even so, the Mazda RX-8 offers all the room of a Porsche 911.
It’s all about creating a sports car like no other.

It’s all about harnessing innovative technology and a 9000-rpm redline.

HOW A ROTARY ENGINE WORKS:
Instead of using 4 or 6 pistons inside cylinders, the RENESIS rotary engine employs two triangular rotors spinning within their own oval housings, and around a common output shaft, to more smoothly generate all power.

ROTARY ENGINE EXPERTS:
Since 1961, Mazda has designed and built more than 80 different rotary engines in 2-, 3- and 4-rotor configurations. Mazda has also sold nearly 2 million rotary-powered vehicles worldwide—including three generations of the RX-8’s immediate predecessor, the legendary Mazda RX-7.

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.

Mazda offers the RX-8 with two distinctly different powertrains to better match your personal driving style. For undiluted acceleration and control, there’s an RX-8 with a sky-high 9000-rpm redline, 232 hp, a short-throw 6-speed manual gearbox, lightweight carbon-fiber driveshaft and Tochigi-Fuji torque-sensing limited-slip differential.

For an exhilarating combination of convenience and fun, there’s an RX-8 with a lofty 7500-rpm redline, 212 hp plus a 6-speed Sport AT automatic transmission with a Manual Shift Mode that can be engaged via its console-mounted shifter or its steering-wheel-mounted paddle shifters. Both RX-8 powertrains utilize a Power Plant Frame that marries engine, transmission and differential into a single, super rigid unit to minimize powertrain twisting and wasted power. To help optimize city, stop-and-go handling, every RX-8 employs a sophisticated double-wishbone front suspension featuring lightweight aluminum upper and lower control arms, as well as a sport-tuned suspension setup that optimizes both low speed and high speed ride comfort.

Since weight distribution directly impacts a sports car’s handling, the RX-8 is engineered to maintain an approximate 50:50 weight distribution (front to rear), regardless of passenger load. The end result is handling that is more agile, predictable and stable.

V6 ENGINE RENESIS ROTARY
High Polar Moment Low Polar Moment

Fact is, the experts at AUTOMOBILE Magazine (2/04) were so impressed by its innovative overall design, they raved: “The RX-8 is our kind of car, a real sports car with heart and chutzpah.”
Simply put, “Zoom-Zoom” is the emotion of motion—in all of its varied and exhilarating forms. Especially racing. Which is why, on any given weekend, there are more Mazdas on the race tracks of America than any other brand of vehicle.* And why the competition-proven power and reliability of Mazda’s rotary engine technology continue to make their mark on so many levels. In 2004 and 2005, for example, a Mazda RX-8 captured consecutive Grand-Am Cup ST Class Championships—versa beating the likes of Audi, BMW and Acura. Equally impressive, the RENESIS rotary engine that powers every Mazda RX-8 powers every Pro Formula Mazda competing in the Star Mazda Racing Championship. Rotary power is even making an impact in the high-powered American Le Mans Series (ALMS). During its initial season of competition in 2005, a three-rotor/400+hp Mazda P2-class racer amassed eight podium finishes in its first nine races. But then, Mazda is all about competing, learning, refining and improving. Fact is, our commitment to Zoom-Zoom can even be seen in the legendary racing venue that shares our name—Mazda Raceway Laguna Seca.

* Based on Sports Car Club of America racing data.
**RX-8 EQUIPMENT & SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Features</th>
<th>6-speed Manual</th>
<th>6-speed Sport AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-inch alloy wheels with 225/45R16 high-performance tires</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>18-inch alloy wheels with 245/45R18 high-performance tires</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Torsion beam rear suspension</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Shock sensor alarm</td>
<td>O/A</td>
<td>O/A</td>
</tr>
<tr>
<td>Spare-tire kit (trunk-mounted; includes wheel, tire and mounting hardware)</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Front and rear splash guards (not available with Appearance Package)</td>
<td>O/A</td>
<td>O/A</td>
</tr>
</tbody>
</table>

**MECHANICAL FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>6-speed Manual</th>
<th>6-speed Sport AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front headroom/legroom/shoulder room (in)</td>
<td>38.2/42.7/54.8</td>
<td>38.2/42.7/54.8</td>
</tr>
<tr>
<td>Rear headroom with moonroof (in)</td>
<td>36.5</td>
<td>36.5</td>
</tr>
<tr>
<td>Front headroom with moonroof (in)</td>
<td>36.7</td>
<td>36.7</td>
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</table>

**EXTERIOR DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>6-speed Manual</th>
<th>6-speed Sport AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall width/height (in)</td>
<td>69.7/52.8</td>
<td>69.7/52.8</td>
</tr>
<tr>
<td>Track, front/rear (in)</td>
<td>58.9/59.3</td>
<td>58.9/59.3</td>
</tr>
</tbody>
</table>

**INTERIOR FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
<th>6-speed Manual</th>
<th>6-speed Sport AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bucket seats and center console with covered storage, dual cup holders</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Cloth-trimmed upholstery; carpet floor mats</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>2-speed variable intermittent windshield wipers</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Dual body-color power remote mirrors</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>300-watt Bose® 9-speaker audio system with AudioPilot®</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>18-inch alloy wheels with 225/45R18 high-performance tires</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Power sliding glass moonroof</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Power sliding glass rear window</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fog lights</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Dynamic Stability Control with Traction Control System</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**WHEEL OPTIONS**

- 16-inch alloy wheels with 225/55R16 high-performance tires
- 18-inch alloy wheels with 225/45R18 high-performance tires

**INTERIOR DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>6-speed Manual</th>
<th>6-speed Sport AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel capacity/fuel requirement</td>
<td>15.9 U.S. gallons/premium</td>
<td>15.9 U.S. gallons/premium</td>
</tr>
<tr>
<td>Rear brakes</td>
<td>11.9-inch ventilated discs</td>
<td>11.9-inch ventilated discs</td>
</tr>
<tr>
<td>Front brakes</td>
<td>12.7-inch ventilated disc s</td>
<td>11.9-inch ventilated disc s (std)</td>
</tr>
<tr>
<td>Transmission</td>
<td>6-speed manual</td>
<td>6-speed Sport AT automatic</td>
</tr>
<tr>
<td>Horsepower, SAE net</td>
<td>232 @ 8500 rpm</td>
<td>212 @ 7500 rpm</td>
</tr>
<tr>
<td>Traction Control System</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Tochigi-Fuji torque-sensing limited-slip differential</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>18-inch wheels and tires</td>
<td>S</td>
<td>P</td>
</tr>
<tr>
<td>Larger front brakes; sport-tuned suspension</td>
<td>S</td>
<td>P</td>
</tr>
</tbody>
</table>

**EXTERIOR OPTIONS AND OPTION PACKAGES**

- Navigation system: DVD-based with retractable 7-inch LCD screen
- Heated front seats
- 8-way power driver's seat and lumbar support
- Dynamic Stability Control with Traction Control System
- Self-leveling Xenon HID low-beam headlights
- Auto-dimming mirror with HomeLink
- Power sliding glass moonroof
- Power sliding glass rear window
- Fog lights

- Product Changes and Options Availability: Certain options and appearance features may be unavailable in certain models or markets, may require specific ordering requirements or limitations, and the product is subject to change at any time without prior notice. Mazda assumes no liability for errors or omissions in this brochure. Many features require the right to change product specifications or require additional exterior/interior modifications, and may not be available with other options or at the time of ordering. Options shown or described in this brochure are available at extra cost. Mazda reserves the right to change the price, features, specifications, and availability of all models.
A top priority is your peace of mind.

We want your new Mazda RX-8 to be a source of pride, exhilaration and peace of mind for years to come. Which is why every new 2007 Mazda vehicle is covered by all of the following:

• A 3-year/36,000-mile "bumper-to-bumper" limited warranty.
• A 5-year/60,000-mile powertrain warranty.

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• A 3-year/36,000-mile "bumper-to-bumper" limited warranty.
• A 5-year/60,000-mile powertrain warranty.

Financing made simple. Whether you’re interested in buying or leasing a new Mazda, Mazda American Credit (MAC) is committed to helping make the financing process a convenient, hassle-free and satisfying experience. Put our first-class customer service to the test. Simply ask your Mazda dealer to explain which MAC purchase or lease plan best meets your needs. Or visit MazdaCredit.com for more information.

Genuine Mazda Accessories: The real deal.

Part of the joy of owning a new Mazda RX-8 is personalizing it. And the best way to enhance its appearance or performance is with Genuine Mazda Accessories. Better yet, all Genuine Mazda Accessories installed by your Mazda dealer, prior to or at initial vehicle retail delivery, carry the same new-vehicle limited warranty as your new Mazda. So check out your dealer for details.

• Grill-Tint Ring
• Fog Lights
• Front Air Dam
• polished Front Rotary Accent
• polished Rear Rotary Accent
• Full Front Mask
• Front Splash Guards
• Polished Aluminum Fender Stripes
• Door Edge Guards
• Wheel Centers
• Rear Brake Light Diffuser
• Rear View Mirror
• Moonroof Wind Deflector
• Grille-Trim Ring
• Tire Cover
• Car Cover
• Car-Cover Cable Lock
• B-Pillar Applique
• Exhaust Headers
• Aluminum Grille
• Window Sun Deflector
• Convertible Top
• In-Dash 5-Disc CD Changer
• CD/NY3 Player
• Dual-Glove Box
• PhatNoise Car Audio System
• Sirius Satellite Radio Receiver Kit
• Leather Gearshift Knob with Rotary Emblem
• Night Lights
• Aluminum Accelerator Pedal
• Aluminum Brake Pedal
• Aluminum Foot Rest
• Aluminum Door Edge Guards
• Aluminum Air Vent Bezels
• Aluminum-Tone Power Window Switches
• Carpet Floor Mats
• Premium Carpet Floor Mats
• All-Weather Floor Mats
• Rear-Door-Post Protector
• Spare-Tire Mounting Kit
• Cargo Tray
• Cargo Organizers
• Collapsible Cargo Carrier
• Cargo Net
• First Aid Kit
• Roadside Assistance Kit
• Wheel Locks
• Touch-Up Paint

Available only in the U.S., except Alaska and Hawaii.
† Requires a subscription and Mazda satellite radio receiver accessory kit. (iPod not included. iPod Integration Module.
® Apple® and iPod® are registered trademarks of Apple Computer, Inc.
® Mazda 6 Speed Vehicle. Interactively "build" the Mazda RX-8 of your dreams and trick it out with your favorite accessories. Request a quote. Even locate a Mazda dealer: it’s the quick and easy way to bring yourself totally up to speed.

For more motorized fun of the virtual cyberspace pit stop. Make the ultimate cyber space pit stop.

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For more motorized fun of the virtual cyberspace pit stop. Make the ultimate cyber space pit stop.
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.