

mazda

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B2000





*The more you know about other small trucks,
the more likely it is that the all-new Mazda
B2000 will boggle your mind.*

INTRODUCING THE NEW MAZDA TRUCK EXPERIENCE:

To develop a new generation of small trucks, it could have been enough merely to restyle and improve the existing Mazda truck line—for the B2000s have come to be America's best, and most popular, truck values in their segment of the market.

But that is not the Mazda way. For trucks, no less than for automobiles, Mazda's philosophy is to strive for ever-higher standards for each new generation of product development.

Thus it is that Mazda's all-new 1986 B2000 Series incorporates a dramatically new concept of small trucks—wherein new levels of room, comfort, quiet and luxury are heightened by unexpected new capabilities in ride, handling and functional truck versatility.

The civilized small truck has arrived.



B2000 LX Cab Plus

MAZDA REINVENTS THE SMALL TRUCK AND ENDOWS IT WITH NEW TALENTS TRUCKS NEVER HAD BEFORE.

It began with an audacious challenge: Reject all current standards of performance as *primitive*. Start with a clean computer screen and advanced technologies to create new

trucks which would establish new levels of capability in virtually every function.

And so it was that Mazda B2000 trucks were totally re-engineered into an all-new truck experience. Everything about them is new and better. They're bigger. Wider. Roomier. Quicker. Quieter. Livelier.

Better handling. Better riding. More aerodynamic. And importantly, still better values than the previous generation of Mazda B2000 trucks.

A wide-track chassis.

Mazda engineers widened the track by 3.9 inches up front and

4.3 inches in the rear, and stretched the wheelbase as well. The result is a more stable platform and inherently greater roll resistance, achieving new wonders in ride, roadability and handling.

Mazda then compounded this advantage with new suspensions, front and rear, designed to better absorb roadjar and vibration—and dramatically improve your sense of command.

Now, add a redesigned recirculating-ball steering system, and what you have is a small truck that doesn't "drive like a truck" anymore. It's almost as though an obsolete beast of burden has entered a new life as a civilized, efficient answer to the needs of today's enlightened truck buyers.

B2000's new power train.

Mazda engineers have teamed a

strong, smooth and quiet 2-litre overhead cam engine with a new 5-speed overdrive with fine-pitch, fine-mesh gearing and close ratios. The result is lively, responsive power that can accelerate you quickly to freeway speed, haul a 1400-pound payload with ease or simply bring a sporty new action to running around town.

Moreover, advanced Mazda engineering developments such as the Lean Burn Combustion System, high-swirl intake ports, and new computer-monitored carburetion have been integrated to contribute to the B2000's fuel efficiency no less than to its spirited performance.



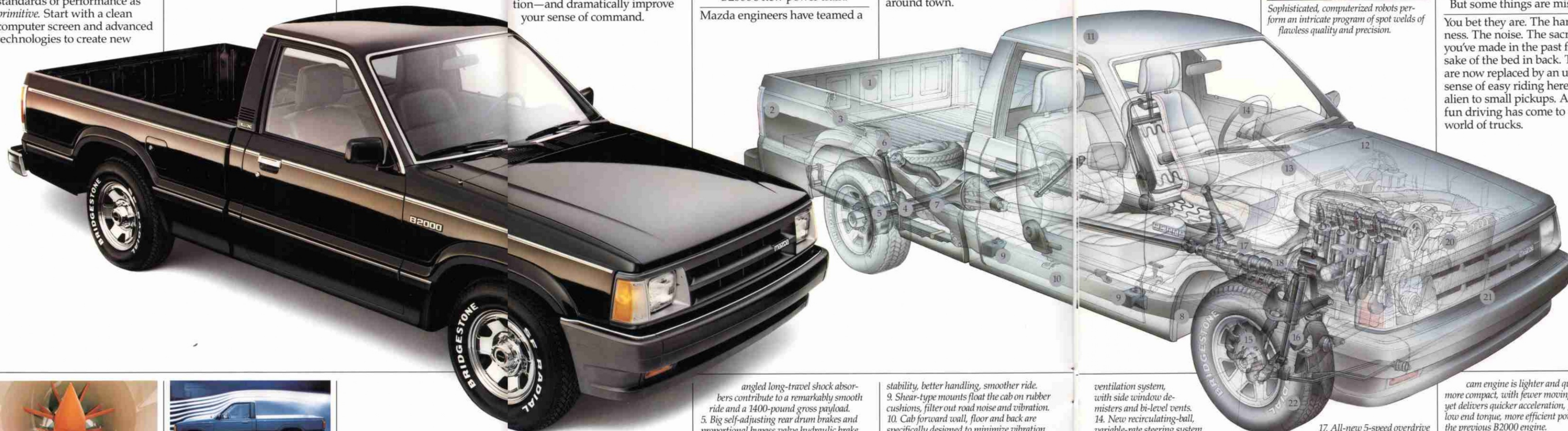
Sophisticated, computerized robots perform an intricate program of spot welds of flawless quality and precision.

New dimensions inside.

Within its aerodynamically honed lines is housed one of the roomiest cabs in its class. Literally every dimension has been expanded to create more headroom, legroom and shoulder room, plus new storage space behind the seat.

But some things are missing.

You bet they are. The harshness. The noise. The sacrifices you've made in the past for the sake of the bed in back. They are now replaced by an uncanny sense of easy riding heretofore alien to small pickups. And fun driving has come to the world of trucks.



Mazda's new and sophisticated wind tunnel facility was used for extensive aerodynamic testing and refining...



...of the new B2000 body design to reduce turbulence and wind noise and enhance fuel economy.

1. Double-wall tailgate with one-touch quick-release handle.
2. Wraparound tail lamp design.
3. Welded double-wall construction strengthens the bed, keeps dings inside.
4. New softer-riding springs, oppositely-

- angled long-travel shock absorbers contribute to a remarkably smooth ride and a 1400-pound gross payload.
5. Big self-adjusting rear drum brakes and proportional bypass valve hydraulic brake system for reliable stopping power.
6. Locking fuel door; remote release (SE-5, LX), 14.8 gallon fuel tank with short bed, 17.4 gallons with long bed.
7. Strong box-section ladder frame.
8. Wider track, longer wheelbase for greater

- stability, better handling, smoother ride.
9. Shear-type mounts float the cab on rubber cushions, filter out road noise and vibration.
10. Cab forward wall, floor and back are specifically designed to minimize vibration and noise-transmission.
11. Walls, floor and roof are padded with acoustic insulation for a quieter cab.
12. Sloped hood, more slanted windshield contribute to improved aerodynamics.
13. New high-volume, four-speed blower

- ventilation system, with side window demisters and bi-level vents.
14. New recirculating-ball, variable-rate steering system for reduced effort, greater precision.
15. Power-assisted ventilated front disc brakes: more fade-resistant, longer wearing.
16. New front suspension with lower I-bars plus tension rods, torsion bars and stabilizer bar to improve handling and ride.

17. All-new 5-speed overdrive with fine-pitch, fine-mesh gearing and close gear ratios for quick, precise and quiet shifting action.
18. New heavy-duty clutch with larger diameter, thicker facing.
19. B2000's square bore/stroke overhead

- cam engine is lighter and quieter, more compact, with fewer moving parts—yet delivers quicker acceleration, greater low end torque, more efficient power than the previous B2000 engine.
20. New lighter-weight single-core radiator, thermo-modulated fan.
21. Integrated grille, bumper and air dam: a bold look and a wind-cheating airflow.
22. P205/75R14 steel-belted radial tires, standard.

**INTRODUCING CAB PLUS:
WHEREIN MAZDA CREATES
HONEST ROOM FOR TWO
MORE ADULTS WHERE
IT NEVER EXISTED BEFORE.**

Proudly standing here is yet another example of what can happen when ingenious engineers start afresh to design a new kind of small truck. While truck makers have long been intrigued by the notion of extra

space inside the cab for cargo and/or passengers, Mazda's Cab Plus is the first of its genre to master the full potential of this tantalizing premise.

By stretching the cab nearly a foot and a half (17.7 inches), Mazda has indeed created honest room for two more adults inside the cab *and* a full six-foot bed behind—both mounted on the smooth-riding B2000 long-bed chassis.

That makes it one of the roomiest extended-cab trucks

in its class, and gives Cab Plus a versatility in use as a people-mover or cargo-hauler that is extraordinary for a small truck. Best of all, it's all wrapped up in a smart-looking package with a slick 0.477 drag coefficient—one of the best aerodynamic indices in its class, as well.

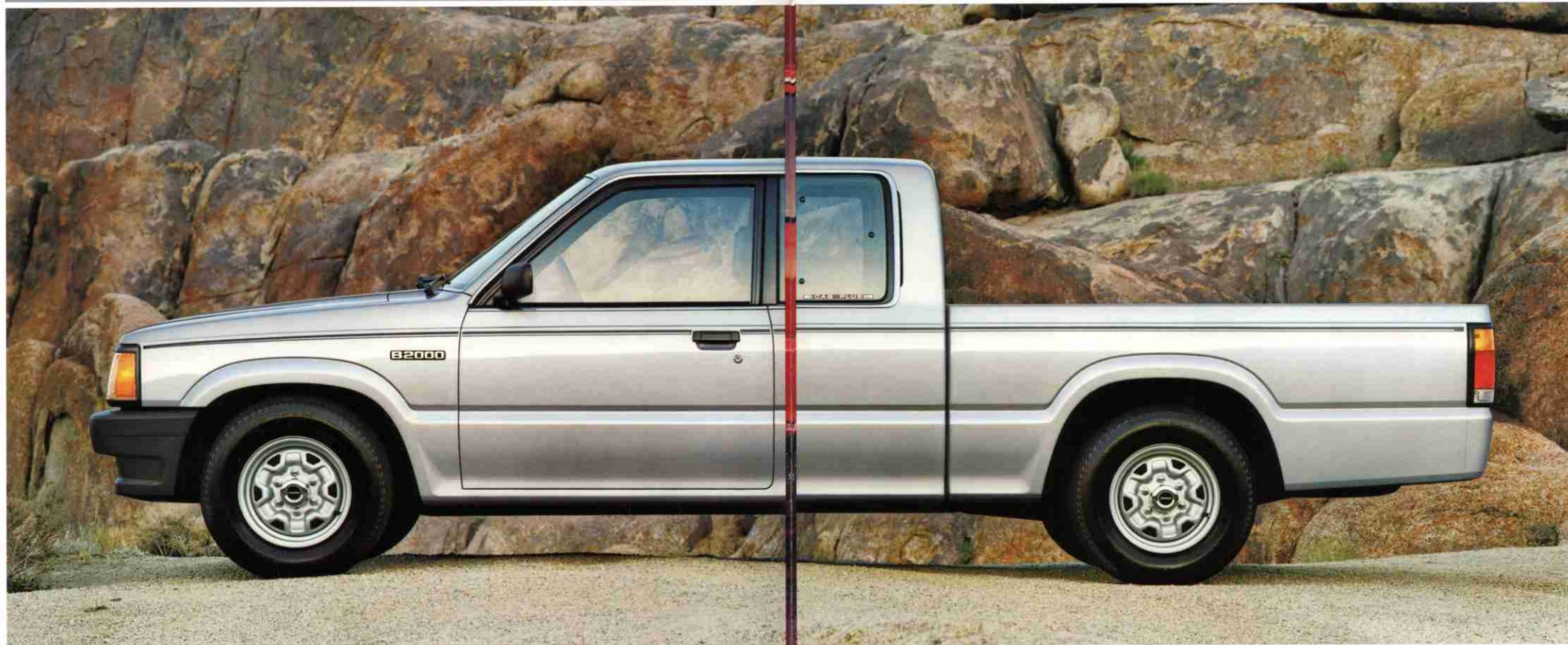
A choice of four models.

Cab Plus is available as the not-so-basic B2000 shown below, as a sporty SE-5 seen at right, in LX, and LX with Convenience

Package trim levels. The differences between them are detailed elsewhere; what is important to note here is that all of them offer convenient flip-out quarter windows, double-wall bed construction, and tweed-covered reclining bucket seats as standard equipment.

One more important detail: in typical Mazda fashion, all of our B2000 Cab Plus models are sticker-priced significantly less than the comparable extended-cab models of the competition.

B2000 SE-5
Cab Plus





BEHOLD: A SMALL TRUCK WHEREIN THOSE IN BACK FACE FORWARD, AND FIND ROOM FOR LEGS AND FEET.

Below, you see that one need not be a contortionist to occupy the jump seats in Mazda's new Cab Plus—there's adequate space and comfort for two for short-distance trips. At left, you see the interior for B2000 and SE-5, wherein the jump seats are an option; for LX and LX with Convenience Package, (right) the twin jump seats are standard and the upholstery is herringbone tweed.

Nine square feet of space.

When not in use, the jump seats ride securely up and out of the way, leaving sizeable space for suitcases, coolers, tool chests, even a sizeable dog or two—inside the cab.

Special Cab Plus touches.

Our lowest-priced B2000 version, in addition to the many features listed on pages 18 and 23, has some special touches of its own: a sports-type shifter,

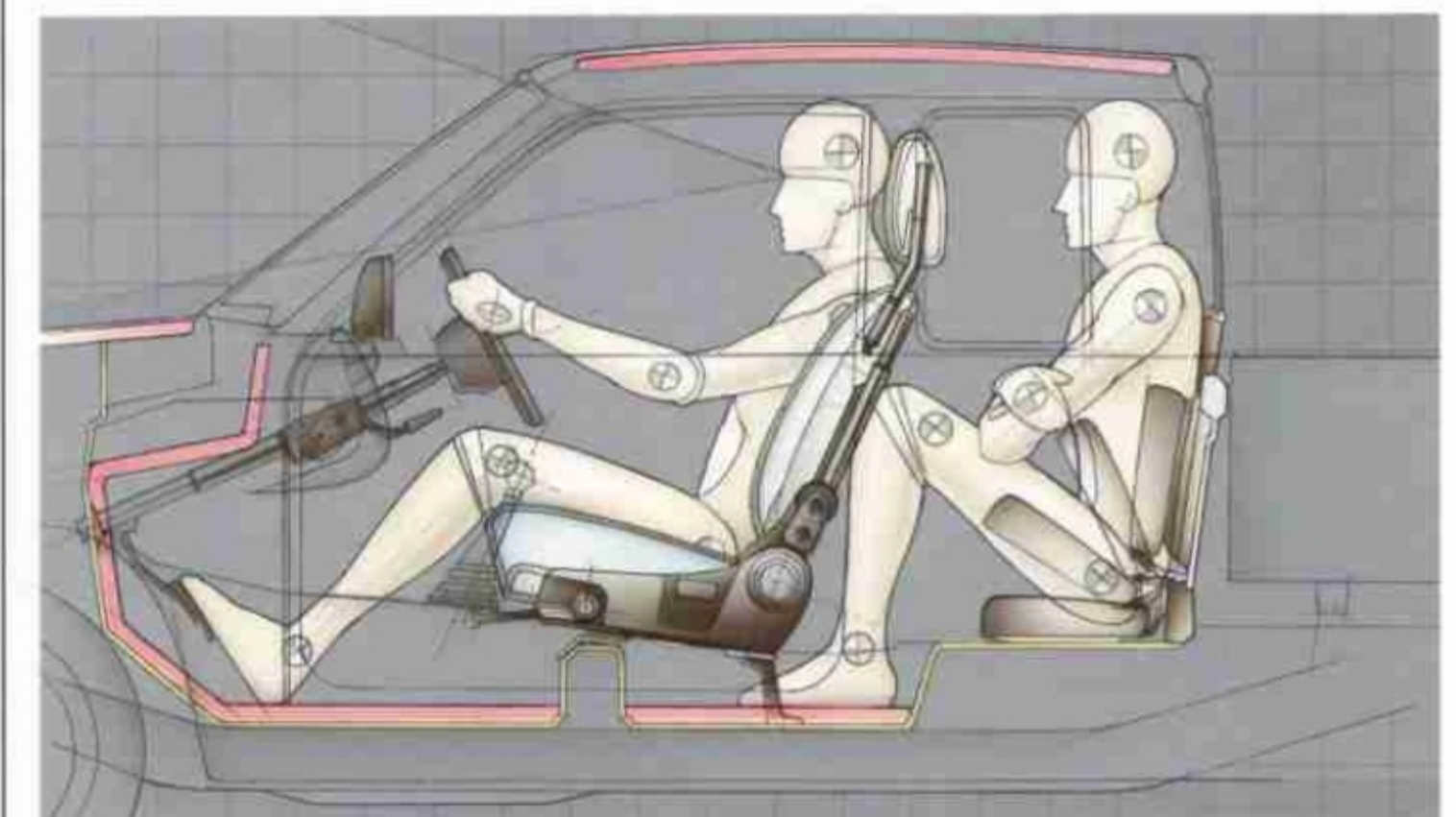
remote fuel-door release, cut-pile carpeting, and, of course, the tweed-upholstered reclining bucket seats and a center console. SE-5 Cab Plus includes all this plus special attractions listed on pages 10 and 11.

The LX Cab Plus gains the herringbone upholstery bucket seats with seat height and lumbar support adjustments for the driver, plus all the LX amenities detailed on pages 14-17.



Special Cab Plus values.

Not only is the B2000 one of the roomiest trucks of its type, it is the *lowest-priced* by far, as well. And each upscale version of it builds upon that basic value, with features which far outweigh in value their modest increases in price. If you want more truck for your money, Mazda's Cab Plus models are it.



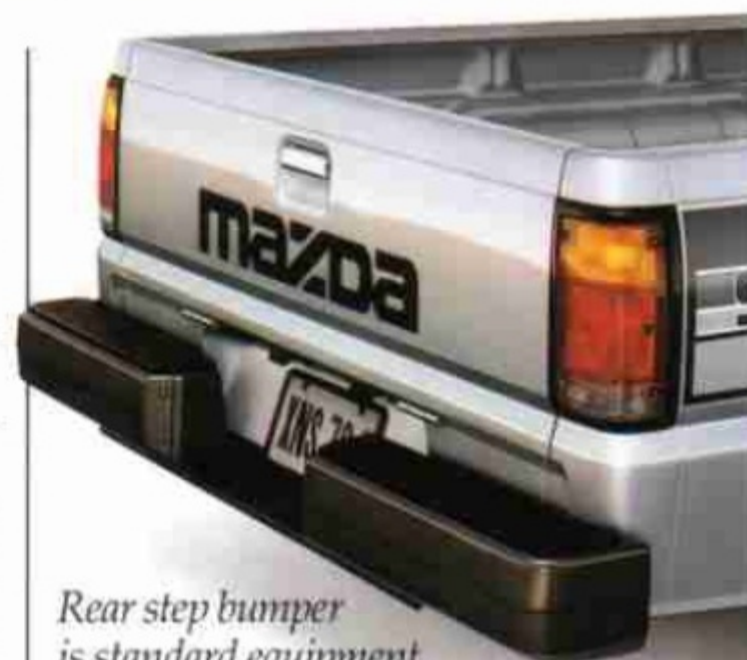
THREE YEARS AGO, THE LOW-PRICED SPORTY TRUCK WAS A GREAT IDEA. NOW IT'S A WHOLE NEW EXPERIENCE.

Three years ago, when B2000 was already the best-selling truck in its price class on sheer value, Mazda brought forth a new idea: a low-priced *sporty* truck that was priced down with the competition's stripped-

down base models. We know now it was indeed a great idea because America's truck buyers have since turned SE-5 into an instant bestseller.

A basically better value.

Of course, it helps that SE-5 is also equipped with extra-value features sometimes overlooked by the low-priced competition: Steel-belted radial tires, a five-speed overdrive transmission, a trip odometer, tinted glass, ventilated front disc brakes,



Rear step bumper is standard equipment.

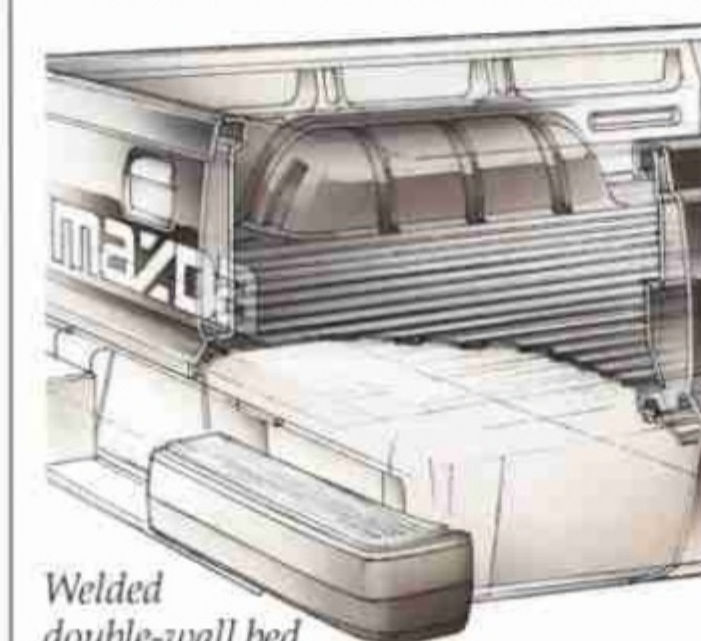
locking fuel door, and intermittent-action wipers. Now, add our SE-5's special attractions:

The white spoker wheels. Raised white-letter steel-belted radial tires. Rear step bumper. Dual sport mirrors. Plush cut-pile carpeting. Remote release for the locking fuel door. And those racy body stripes.

Suddenly it's an advanced *sporty* truck loaded with extras, yet value-priced to be in a class by itself—you can't get it from Toyota, or from Nissan, either.

New performance dimensions. What makes the new SE-5 still

more outstanding today are all the new performance improvements inherent in all 1986 B2000



Welded double-wall bed.

Series trucks. The verve and response of its OHC engine. The sporty close-ratio action of its new 5-speed transmission. The sporty handling and road poise. We're confident the looks are more than matched by what you'll feel at the wheel.

In fact, the more you know about other trucks, the more you realize how much more SE-5 delivers—and that's when the fact that it's so modestly priced simply underscores its incredible value.





MAZDA DEFIES CONVENTIONAL WISDOM TO CREATE A NEW ENVIRONMENT OF CIVILIZED COMFORTS TO REVEL IN.

Inside Mazda's new-generation SE-5, one faces a puzzlement of deep complexity: Is it the new room that is most astonishing—or the unexpected quiet? Or maybe the riding comfort? Or the impressive amenities?

After all due deliberation, however, what may emerge as the most singular quality of the SE-5 is that here, at last, is a total driving environment in a truck wherein *driveability* is the first consideration.

Ergonomics at work here.

Clearly, that science which aids the interaction of humans and their machines has contributed much to this scene.

It is more than a matter of new room in every dimension. It is the way the dash has been moved down and away from you. The way the steering wheel presents itself at a more comfortable angle. The way the



Nice little touches that add to SE-5's value: Intermittent-action wipers. A large glove compartment with cup holders in the lid. (Above, right) A remote control to release the locking fuel door.

shifter comes naturally to hand, and other controls sit within a finger's reach from the steering wheel. The way the larger, curved glass windows open up the whole cab area. And the way the contoured seat fits and supports the body.

Much to explore.

Before you are a speedometer and gauges in fire orange with white needles, designed to be instantly readable, not decoded. A coin cache to the left of the steering wheel has a subtly curved lower lip that holds coins in, yet lets you

slide them out easily.

Open the large glove compartment, and you discover twin cup holders depressed into the lid. Two storage bins are provided, in the dash and console.

Cut-pile carpeting adds a note of richness to the SE-5 cab. And on the floor beside the driver appears a final thoughtful touch—a remote release for the locking fuel door.

Much to experience.



If the SE-5 strikes you as a pretty sporty proposition from what you've seen so far, you'll be glad to learn

that the best is yet to come. For it isn't until you've driven the SE-5 that "sporty" is imbued with its full meaning—and you encounter a whole new notion of how a truck should handle, ride and perform.

Now, add to all of the above the SE-5's surprisingly modest price, and the bottom line reads, a value that is too incredibly good to pass up.

SE-5 offers the option of a cloth-upholstered bench seat.



LX—A PREMEDITATED EFFORT TO TEST YOUR TOLERANCE FOR SHEER LUXURY AND SPORTINESS.

Continuing research among Mazda truck buyers has made one fact increasingly clear to our product planners: The more buyers spend for a new truck, the more important it becomes that they get their full money's worth in personal satisfaction

from the extra money they've invested in their truck.

And, since Mazda now has improved the basic B2000 so dramatically in the performance department, our planners knew they'd have to go all-out to make the new LX a unique combination of luxury and sportiness to reward its very canny buyers.

All dressed up to go.

The new sporty look and lines of the new B2000 become more sophisticated in the LX edition.

The spoker wheels are chromed, as is the rear step bumper. Bright accents are seen on the door handles, front bumper, and tail lamp housings. Brawny protective side mouldings with bright upper edgings plus pinstripe accents complement the sculptured lines. And sporty raised white-letter steel-belted radials complete the look. As you see below, the end result is a truck that's close to downright elegant—a rare combination of luxury and sportiness, achieved.

The LX Convenience Package offers two-tone paint.



New LX Convenience Package.

If your tolerance for luxury runs still higher, the Convenience Package offers the perfect indulgence. A sliding rear window appears, and halogen headlamps now light your way at night. Chrome mouldings accent the wheel openings. And the two-tone paint scheme shown at left becomes an option. And that's just on the outside—there's much more inside, so please turn the page.



LX OFFERS THE AMENITIES FOR LIVING WELL ON THE ROAD—IN TWO LEVELS OF UNCOMMON ABUNDANCE.

The new LX interior below shows what can happen when you get serious about luxury in a truck. Handsome bucket seats appear, with a full console between them. The upholstery is a natty, hard-wearing tweed,

and the headrests are adjustable to four different heights.

Sporty touches abound.

You may also have noticed that the steering wheel becomes a softgrip type, and the 5-speed gets an RX-7 inspired shifter.

The instrument cluster now sports a tachometer, and a new digital quartz clock is cleverly located to the right of the warning light panel. The AM/FM stereo radio with dual speakers is also standard in LX.

And under the hood lies an unseen touch of luxury: a layer of insulation to further hush engine and road noise.

Convenience Package touches:

For those who wish to indulge themselves further, the Convenience Package interior (bottom right) offers opulent rewards. Bucket seats are specially upholstered in a rich heringbone tweed fabric, as are the headrests. The driver's seat cushion front height adjusts to

three positions to provide thigh support appropriate to your specific physique, and one of three degrees of lumbar support can be selected.

Should you prefer a luxurious bench seat with fold-down center armrest, you have that choice, replete with adjustable headrests—at no extra cost.

The list goes on...

The steering wheel tilts, and

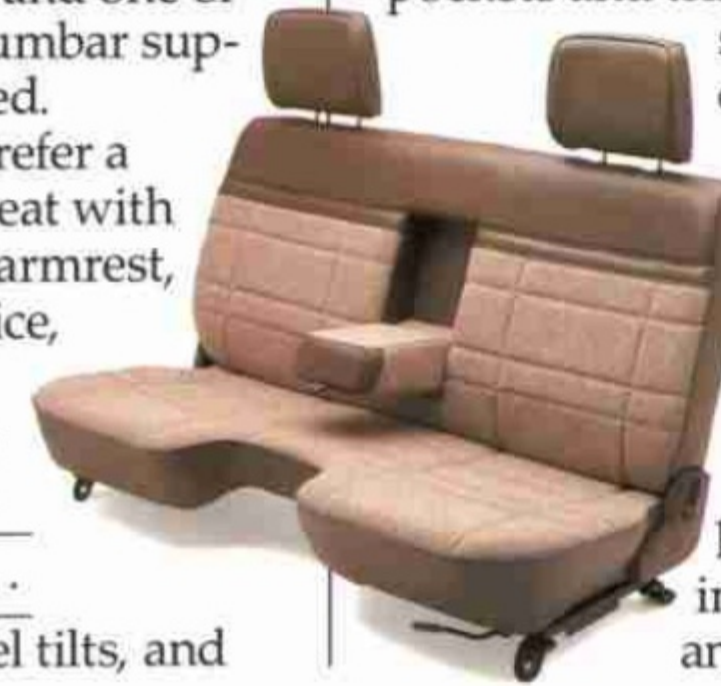
cruise control is provided. The door panels are fitted with map pockets and trimmed with the same cut-pile carpeting used on the floor.

The glove compartment becomes lockable—all this in addition to the halogen headlamps, sliding rear window and chrome moul-

dings mentioned previously.

Finally, the Convenience Package includes a complete sound system: a high-tech component ensemble with ETR AM/FM stereo radio, Dolby-system cassette deck, four speakers, fader control and antenna.

The decision is yours—LX, or LX with Convenience Package. Then there is one decision more to be made: Both editions offer a power steering option as a final test of your tolerance for luxury.



Left, standard LX interior. Above, LX includes AM/FM stereo radio. Below, Convenience Package interior; bench seat above also available.



THE NEW B2000

MAZDA

JUST BECAUSE YOU WANT
A LOW-PRICED WORK
TRUCK DOESN'T MEAN
YOU HAVE TO SETTLE FOR
SOME STRIPPED-DOWN
PLAIN JANE PICKUP.

We purposely present our
lowest-priced B2000 last in our
new truck line as a pointed
reminder of how much more
value it offers, dollar for dollar,
than the competition. Indeed,



the wonder is, how much is
included that you might not
expect: Five-speed overdrive
transmission. Steel-belted radial
tires. Power-assisted brakes.
Tinted glass. Variable ratio
steering. Brushed nap full car-
peting. Intermittent-action
windshield wipers. Side win-
dow demisters. Lockable fuel
door. Breathable vinyl uphol-
stery. Trip odometer. Tempera-
ture gauge. And a cigarette
lighter. And even the wheels
are finished off with bright caps



and lug nuts.

Yet, incredibly, our B2000
prices are virtually identical to
some other trucks *without* all
these extra-value features.

Lively performance, standard.

What is even more incredible is
that the B2000 combines all this
with more legroom, hip room,
shoulder room and head room
than most other trucks—plus
superior performance in virtual-
ly every aspect of driving. It is,
indeed, the class of its class.



NO LONGER WILL IT BE NECESSARY TO PARK ONE'S ENTHUSIAST INSTINCTS TO ENDURE DRIVING A TRUCK.

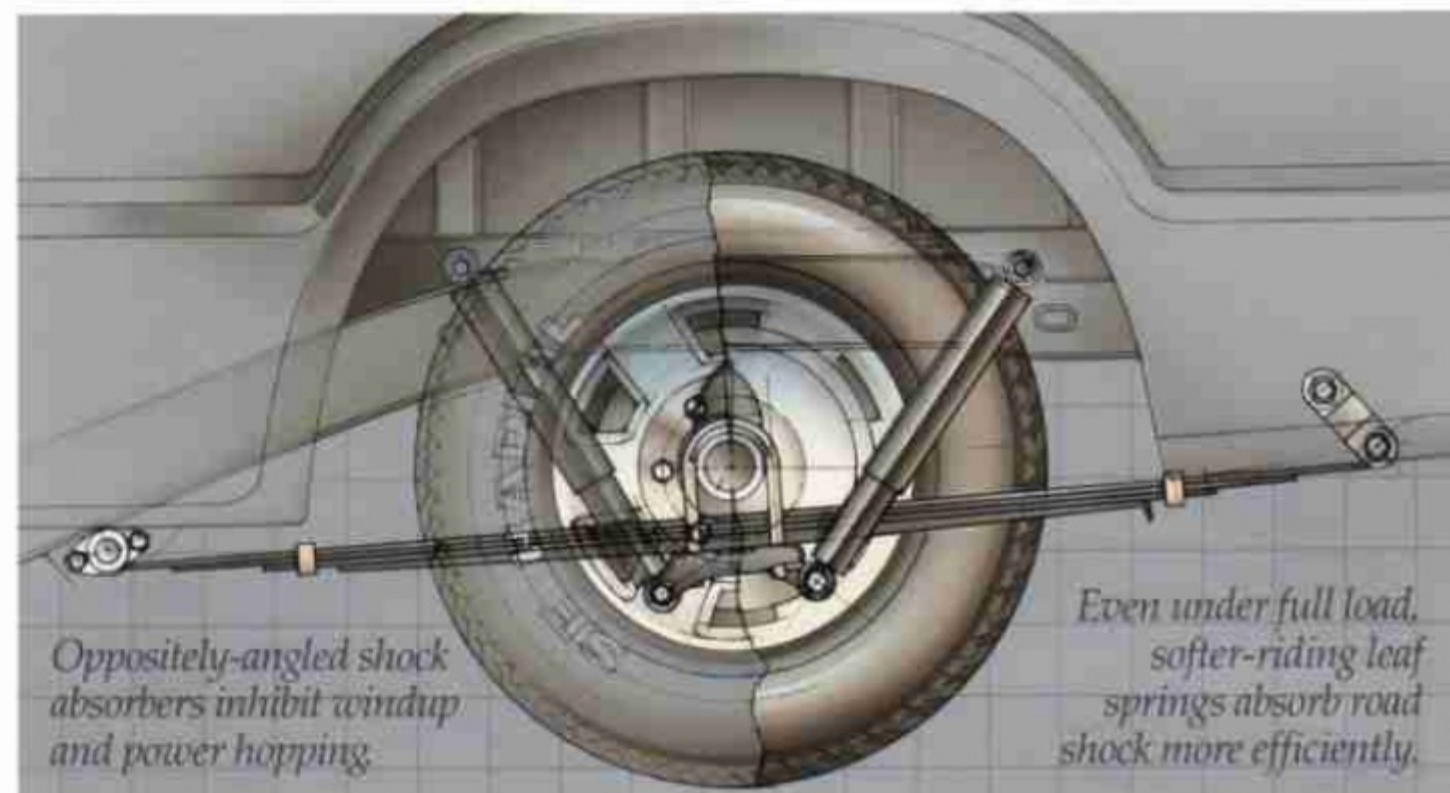
Perhaps for the first time, you now can experience in a truck some of the sporty roadhandling and fun—and more than a little of the harmony between driver and machine—which are the prized hallmarks of Mazda engineering in its road cars.

In the thumpabump world of small trucks, the new B2000 arrives as an oasis of space, comfort and quiet that is key to the new Mazda truck experience. And once you have savored it, other trucks may indeed seem primitive by comparison.

Test-drive revelations.

In fact, some months before the 1986 B2000 trucks arrived, an independent research firm conducted an evaluation clinic for Mazda in which an unidentified B2000 SE-5 standard cab—referred to as "Brand X"—plus base models of four leading competitors were driven by owners of those competitive makes.

In 24 specific performance



Oppositely-angled shock absorbers inhibit windup and power hopping.

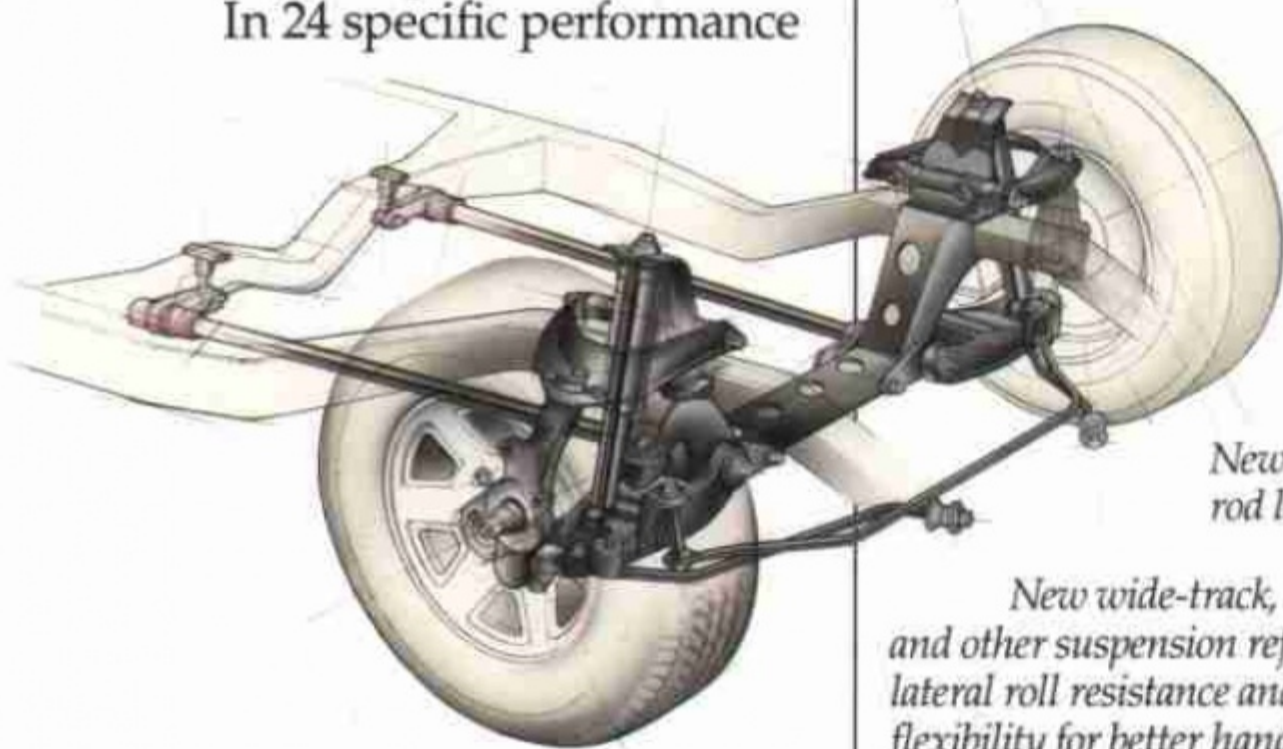
Even under full load, softer-riding leaf springs absorb road shock more efficiently.

evaluations, "Brand X"—the 1986 Mazda B2000—was rated highest 22 times, usually by a wide margin. For acceleration, hill-climbing ability, steering ease, overall handling, quietness, smooth ride, shifting, stability, fun-to-drive, and overall performance—among other qualities—the owners of competitive trucks judged the new B2000 superior to all the other trucks in the clinic.

Accolades from the press.

Automotive and truck editors quickly took note of Mazda's startling departure from conventional truck thinking:

"Heresy! . . . looks bolder,



New I-bar plus tension rod lower arm design.

New wide-track, longer wheelbase and other suspension refinements increase lateral roll resistance and longitudinal flexibility for better handling and riding comfort.

is quieter, rides better, tracks better, and handles remarkably well for a truck . . . the cabin is fantastically comfortable."

Car and Driver

"(Mazda) went back to the computer drawing board and totally revolutionized the B2000! . . . a hot new Mazda mini-pickup formulated for today's consumer."

Truckin'

"The front and rear tracks are wider than any of the competitive trucks . . . giving a stable feel . . . It revs quite well . . . The driving position is comfortable . . . a first class pickup . . . leave it to Mazda to keep coming up with surprises for us."

Off-Road

"The hard part was arriving at the right balance of handling and riding comfort . . . They hit it just right . . . the chassis cuts (noise, vibration and harshness) significantly . . . it all adds up to one easy rider."

Popular Mechanics

"What Mazda has built here is the state-of-the-art . . . looks and performs as well as any truck in this class . . . and can carry a 1400 lb. payload."

Car and Driver

Synergistic engineering.

Such praiseworthy talents are not only unique to the B2000 among other trucks, they are unique in the way they were achieved. By starting from scratch with a new set of higher performance standards, technical advances in each area of componentry produced synergistic effects upon the other; and the total result is a whole new



New variable-ratio recirculating-ball steering system.

kind of truck experience—sportier, more comfortable, and more fun than before.

Get it out on the road.

That's how the competitive truck owners and the editors learned it stands out from the crowd. Feel that 2-litre overhead cam truck engine eagerly deliver quick acceleration to freeway speed, and the smooth, quick action of the 5-speed overdrive. Track it through a few corners and notice the lack of lean and the smooth, sure way it handles. A stretch of rough road is a great place to discover B2000 has banished the buckboard bounce from the small truck ride.

A new driving environment.

Note the interior diagram, right. Here, the ergonomic lessons learned in developing driver-efficient sports cars now improve the driveability in trucks. Instrument panel and steering wheel have been lowered, and controls rearranged. Clutch and brake

pedals were positioned for natural responses. The variable-ratio steering works with you, not against you. In fact, you might sense a feeling of control you may never have known in driving a small pickup truck before.

The quiet revolution.

Quiet is one widely accepted criterion of superior engineering in automobiles which Mazda believes should apply no less to trucks. And our inspired engineers have gone to relentless lengths to integrate new levels of quiet—and efficiency—into virtually every aspect of B2000 mechanics.

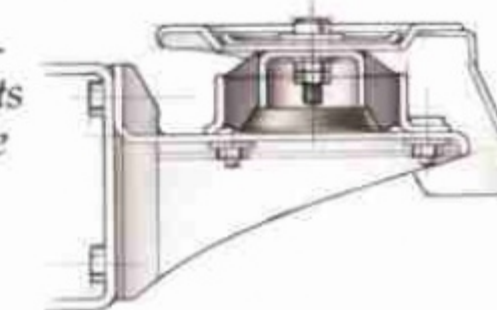
Suspensions, steering, engine, transmission, aerodynamic design, and refined door and window seals all contribute to quietness. Design of the cab's walls, roof, floor and dash incorporate new structural reinforcement to discourage vibration and "drumming." Liberal application of sound insulators and seals further silence driving sounds. And special shear-type cab mounts were developed to

filter out road noise and vibration before they can be transmitted to the cab. All of which heighten your appreciation of the comforts found inside.

Come boggle your mind.

The new B2000 trucks can do that to you. In fact, the more you know about other small trucks, the likelier it is.

New shear-type mounts cushion the cab from chassis vibration.



There is considerably more which could be told about the new B2000s—however, the intent here is to pique your interest, not test your patience.

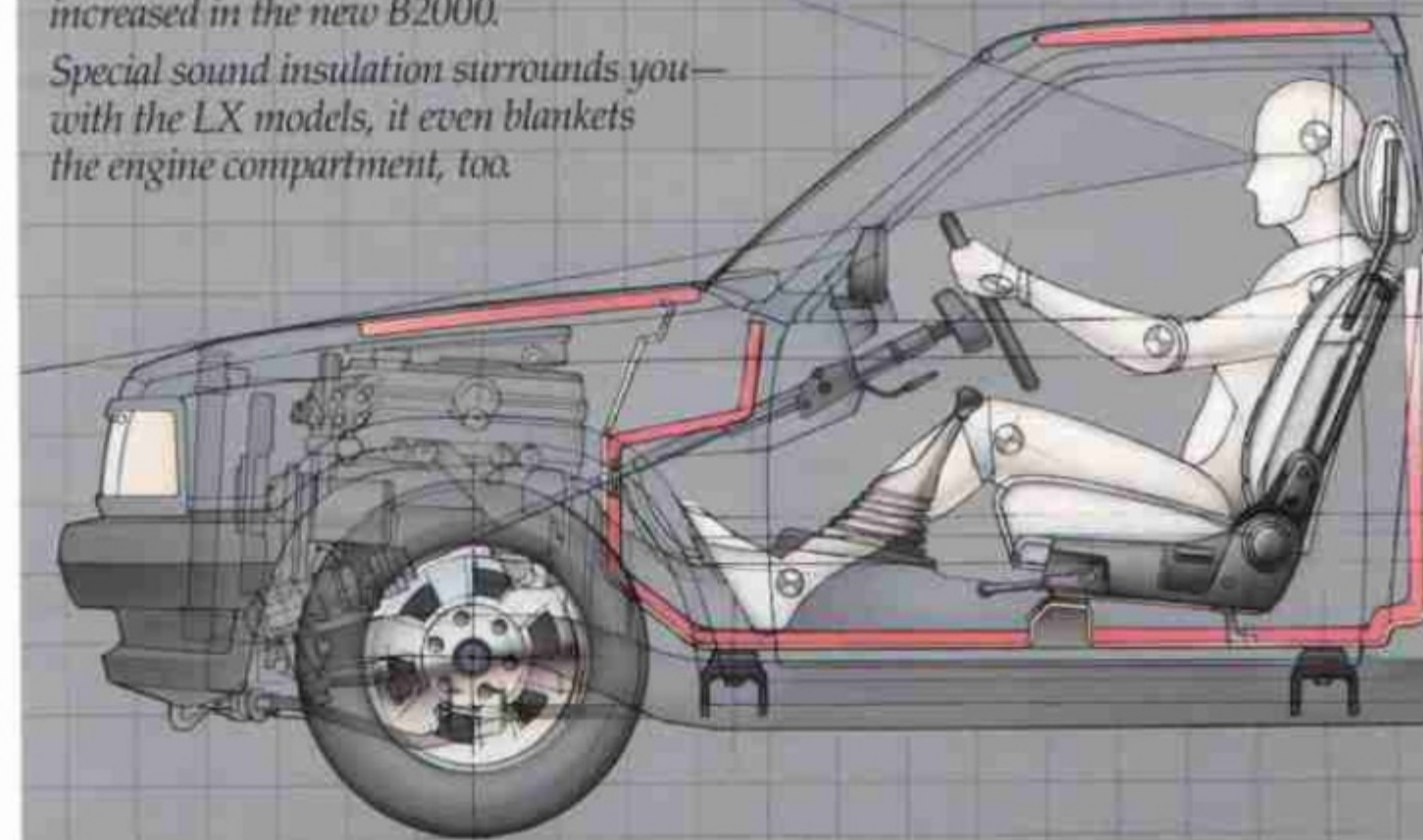
Indeed, what you have learned here about them is feeble preparation for what you will discover in driving one.

And your Mazda dealer will be proud to arrange for that at your earliest convenience.

It is, indeed, a totally new truck experience.

Legroom, headroom, hip room, shoulder room and seat travel adjustment all are increased in the new B2000.

Special sound insulation surrounds you—with the LX models, it even blankets the engine compartment, too.



BECAUSE WHAT GOES ON YOUR ALL-NEW MAZDA TRUCK SHOULD BE AS GOOD AS WHAT GOES INTO IT.

- Sliding window aids ventilation, and provides access to bed.
- Air conditioning. All-new in-dash system has high-capacity compressor, condenser, four-speed blower, dial controls.
- Plush-pile floor mats match carpet color. Non-slip backing.
- Special B2000 Sound System:
 - Electronically Tuned AM/FM Stereo Radio. Automatic gain control, seek and scan modes, 10-station push-button memory, dual amplifiers, dual dash speakers and dual coaxial speakers.
 - Stereo cassette tape deck with Dolby noise reduction, automatic program control, metal tape capability, auto reverse.
 - 9-band graphic equalizer lets you boost or reduce each band for the sound quality you prefer.
- Manual tuning AM/FM radio. Full-control stereo with treble, bass, fader and balance.
- Rear step bumper. Sturdy, good-looking, handy when loading and unloading the bed.
- Halogen fog lamps project a powerful 108° beam, 60° wider than conventional headlamps, increasing peripheral vision.
- Mud flaps protect your truck from mud, stones and road tar.
- Bed liner. Heavy-duty protection for sides and floor; matching tailgate guard.
- Day/night rearview mirror. Flip the lever, and headlight glare won't blind you anymore.
- Dual sport mirrors. Large faces, swingaway arms, molded housings. Practical, sporty.



HERE'S WHAT MAKES THE ALL-NEW B2000 TRUCKS OUTSTANDING PERFORMERS AND OUTSTANDING VALUES.

- | | Standard Cab | | Cab Plus | |
|---|----------------|---------------------|----------------|---------------------|
| | B2000 Standard | B2000 LX Conv. Pkg. | B2000 Standard | B2000 LX Conv. Pkg. |
| Exterior Features | | | | |
| Styled steel wheels w/blackwall radials | S | — | S | — |
| White spoker wheels w/RWL radials | — | S | — | S |
| Chrome spoker wheels w/RWL radials | — | S | — | S |
| Bright center caps & lug nuts | S | S | S | S |
| Sporty 'SE-5' stripes | — | S | — | S |
| Body side pinstriping | — | S | — | S |
| Two-tone paint | — | — | O | — |
| Dark gray rear step bumper | A | S | A | S |
| Chrome rear step bumper | — | S | — | S |
| Wide body side mouldings w/bright edge | A | S | A | S |
| Bright door handles & front bumper trim | — | S | — | S |
| Bright wheel lip mouldings | — | S | — | S |
| Bright tail lamp mouldings | — | S | — | S |
| Dual halogen headlamps | — | S | — | S |
| Dual large black sport mirrors | A | S | A | S |
| Dual black door mirrors | — | S | — | S |
| Interior Features | | | | |
| AM/FM stereo w/2 speakers | A | O | A | O |
| AM/FM ETR stereo w/cassette & 4 speakers | A | A | A | A |
| Cruise control | — | O | — | O |
| Sliding rear window | A | A | A | A |
| Swing-out rear side windows | — | — | S | S |
| Breathable vinyl 3-passenger bench seat | S | S | — | — |
| Checked tweed 3-passenger bench seat | — | O | — | — |
| Herringbone tweed 3-passenger bench seat | — | S | — | — |
| Bench seat adjustable headrests & armrest | — | S | — | — |
| Checked tweed reclining bucket seats | — | S | — | S |
| Herringbone tweed reclining bucket seats | — | S | — | S |
| Bucket seats w/adjustable headrests | — | S | — | S |
| Driver's seat height & lumbar adjusters | — | S | — | S |
| Tweed fold-down rear jump seats | — | — | O | O |
| 'B' pillar & back panel trim | — | S | — | S |
| Full brushed nap carpeting | S | — | — | — |
| Full cut-pile carpeting | — | S | — | S |
| Tilt steering wheel | — | S | — | S |
| Wrapped steering wheel | — | S | — | S |
| Sports-type gear shift knob & boot | — | S | — | S |
| Full center console w/armrest box lid | — | S | — | S |
| Full door panel trim | — | S | — | S |
| Door carpet, cloth inserts & map pockets | — | S | — | S |
| Special sound insulation | — | S | — | S |
| Tachometer | — | S | — | S |
| Digital quartz clock | — | S | — | S |
| Remote control fuel-filler door release | — | S | — | S |
| Illuminated ashtray & cigarette lighter | — | S | — | S |
| Lockable glove box | — | S | — | S |
| Day-night rearview mirror | A | A | A | A |
| Passenger sunvisor vanity mirror | — | S | — | S |
| 'Headlamps On' warning buzzer | — | S | — | S |
| Windshield washer fluid warning light | — | S | — | S |
| Air conditioning | O | O | O | O |
| Power steering | — | O | — | O |

Codes:
S: Standard O: Optional
—: Not Available A: Accessory

Standard Equipment, All Models: Exterior: Double-wall cargo bed with 4 inside hooks; One-touch tailgate release; Tinted glass; Windshield wipers with washer, intermittent & 1-wipe features; Locking fuel-filler door; Bright windshield & drip rail mouldings; Dark gray front bumper/air dam.

Interior: Ashtray; Cigarette lighter; Color-keyed carpeting, dash, steering wheel, gear shift knob & seat belts; Door armrests; Orange gauge graphics; Trip odometer; Temperature gauge; Glove box door with twin cup depressions; Heater/defroster with 4-speed fan & fresh/recirculating air modes; Side window demisters; Dash dimmer control; Dome light; Remote control hood release; Steering column stalk controls; One-touch tilt-forward seatbacks; Storage behind seats; Dash, coin box & front console storage; Dual sunvisors; 'A' pillar trim; Ignition key reminder & seat belt warning buzzers.

Engine Type FE series piston 4-cylinder inline, OHC
 Displacement 1998 cc (121.9 cu. in.)
 Bore & stroke 3.39 x 3.39 in.
 Compression ratio 8.6:1
 Horsepower, SAE net 80 @ 4500 rpm
 Torque, SAE net 110 lb.-ft. @ 2500 rpm
 Fuel system Closed loop, 2-stage, 2-barrel down-draft feedback-type carburetor; computerized monitoring system; constant fuel-air mixture control.

Ignition system Electronic
Fuel capacity, gal. Short Bed: 14.8 Long Bed: 17.4 Cab Plus: 14.8

Transmission 5-speed manual overdrive
Ratios 1st 3.622 4th 1.000 Reverse 3.493
 2nd 2.186 5th 0.858 Final drive 3.909
 3rd 1.419
Clutch Hydraulic, self-adjusting, single dry plate

Electrical Battery Maintenance-free, 12-volt, 50 amp/hr.
 Alternator 12 volt, 55 amp
 Starter 0.85 kw

Body/Chassis Frame Ladder type
 Bed Welded steel, double-wall construction
Front suspension Independent, double wishbone type, I-shaped lower arms, tension rods with grooved bushings, torsion bars, tubular shocks, shear-type cab mounts & stabilizer bar.
Rear suspension Live axle, staggered-mount tubular shocks, semi-elliptic leaf springs & trapezoidal shackles.
Steering Recirculating ball type
 Ratios: 21-25:1, (power-assisted 178:1)
 Lock-to-lock: 4.5, (power-assisted 3.4)
 Turning diameter (ft.): SB 36.7, LB & Cab Plus 39.4
Brakes, type Power-assisted, dual hydraulic circuits
 Proportioning bypass valve & 8 in. vacuum booster
 Front ventilated discs, 10.1 in. diameter
 Rear self-adjusting drums, 10.2 in. diameter
Tires & Wheels P205/75R14 steel-belted radials & 5 1/2" J-14

| Dimensions (inches) | Short Bed | Long Bed | Cab Plus |
|------------------------|-----------|-----------|-----------|
| Wheelbase | 108.7 | 117.5 | 117.5 |
| Length | 177.6 | 193.7 | 193.7 |
| Length (w/step bumper) | 182.7 | 198.8 | 198.8 |
| Width | 65.7 | 65.7 | 65.7 |
| Height | 61.9 | 61.7 | 61.7 |
| Track: front/rear | 55.1/55.5 | 55.1/55.5 | 55.1/55.5 |
| Headroom: front/rear | 38.6/N.A. | 38.6/N.A. | 38.6/36.8 |
| Legroom: front/rear | 42.4/N.A. | 42.4/N.A. | 42.4/28.0 |
| Bed, inside length | 73.6 | 89.8 | 72.0 |
| Bed, inside width | 56.9 | 56.9 | 56.9 |
| Bed, inside height | 15.6 | 15.6 | 15.6 |

Weights (pounds)
 Payload 1400, including occupants, cargo & options
 GVWR 4175
 GAWR Front: 2005 Rear: 2685
 Towing capacity Braked: 1500 Unbraked: 1000
 Curb weight Short Bed: 2650 Long Bed: 2710 Cab Plus: 2770

Exterior colors:
 Solid colors: Light Beige • Sunrise Red • Dover White • Ondo Blue M.
 • Sparkling Black M. • Mistral Gold M. • California Brown M.
 • Sunbeam Silver M. • Tornado Silver M.
 Two-tone: LX Convenience Package - Sparkling Black M./Sunbeam Silver M.
 • Ondo Blue M./Tornado Silver M. • Dover White/Sunset Wine (M. = Metallic)

27 EST HWY MPG 22 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.



The new B2000 made its presence felt in off-road racing its first time out—taking a 2nd in the grueling Mint 400.

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