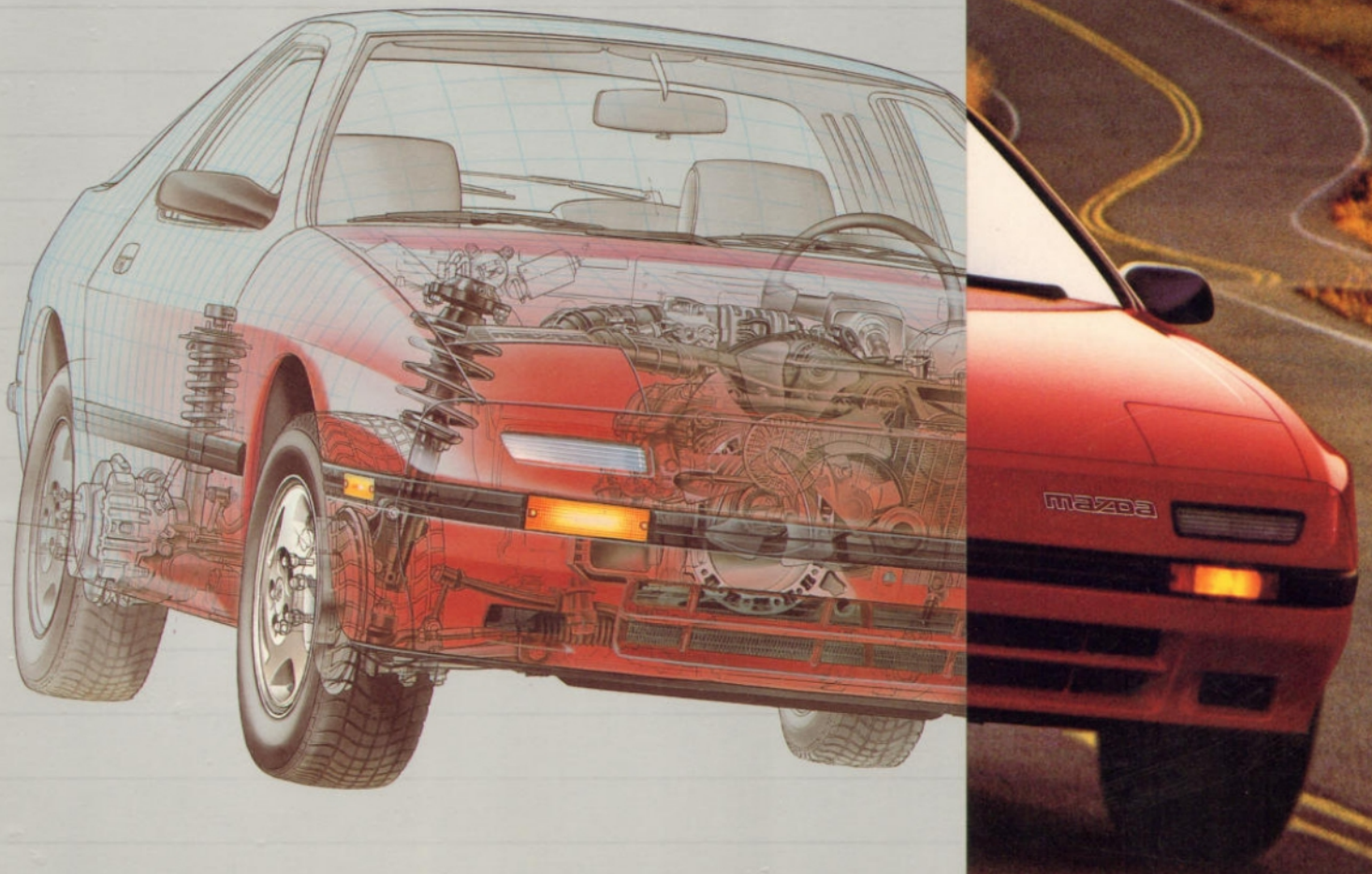


mazda

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RX-7





51



Introducing the next-generation RX-7: the legendary rotary rocket unveils new breakthroughs in automotive technology, and a new generation in sports cars begins.

A NEW SPORTS-CAR TECHNOLOGY

Few cars have ever gained international acclaim and legendary status so quickly as the first-generation RX-7. Its rotary engine and outstanding total performance brought Mazda recognition as an innovator in automotive technology; RX-7 set standards by which all sports cars would be measured in its time.

Best of all, RX-7 brought bona fide sports-car pleasures and value within reach of hundreds of thousands of driving enthusiasts.

In developing the next-generation RX-7, Mazda's challenge was to create a successor no less ahead of its time than the original—to achieve new levels of automotive capability and technical innovation, which could advance the state of the art.

And within these pages, you will find evidence that Mazda's challenge has been met, and mastered.



RX-7 ENGINEERING HIGHLIGHTS



THE SOPHISTICATION OF ITS ROTARY ENGINE IS NOW MATCHED BY A NEW SUSPENSION SYSTEM SO REVOLUTIONARY IT HAS TEN PATENTS PENDING.

The next-generation RX-7 is no mere refinement of existing automotive technology—it is a quan-

tum leap in the basic concept of what a real world-class sports car should be and can do.

The "interactive" sports car.

Mazda's boldly creative engineers envisioned a sports car whose total response becomes a dynamic presence, capable of interacting with the driver and the road to create a new ultimate experience for

the driving enthusiast. But to achieve that concept would require dramatic breakthroughs in basic automotive technology and engineering.

The secret in "four-wheel steering."

Through patient explorations in the mysteries of four-wheel steering, Mazda research engineers learned that toe-control of the rear wheels—the ability to "steer" them—has enormous impact on the handling control of a car, particularly in the upper limits of its agility and

stability. To master that capability—*automatically*—they first had to solve the interaction of the kinetic forces in acceleration, braking, engine braking and lateral G-forces upon the car, and then to compensate for them individually. What evolved is the Dynamic Tracking Suspension System—a composium of technical triumphs so advanced that ten patents are pending upon its newly developed elements.



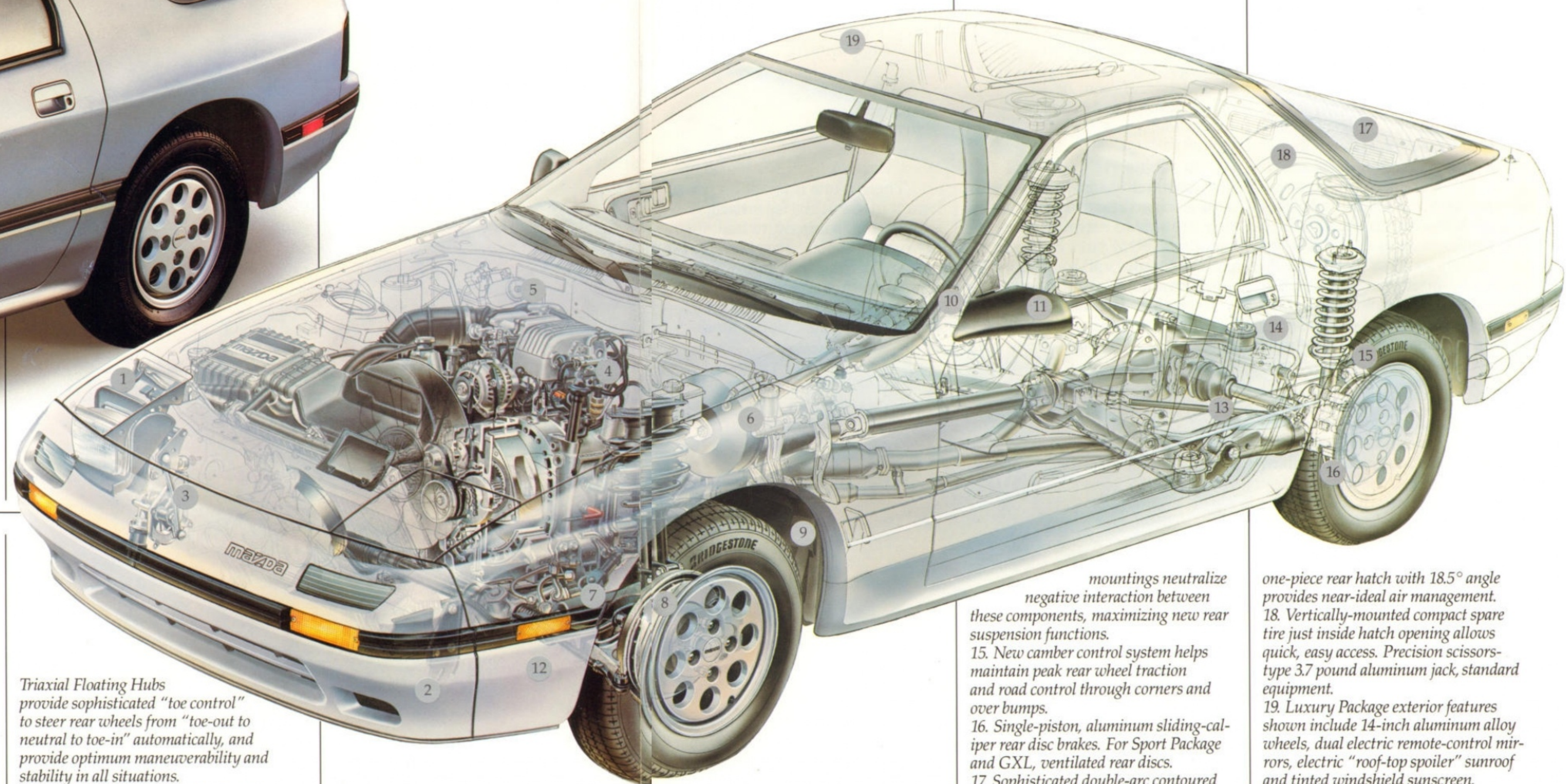
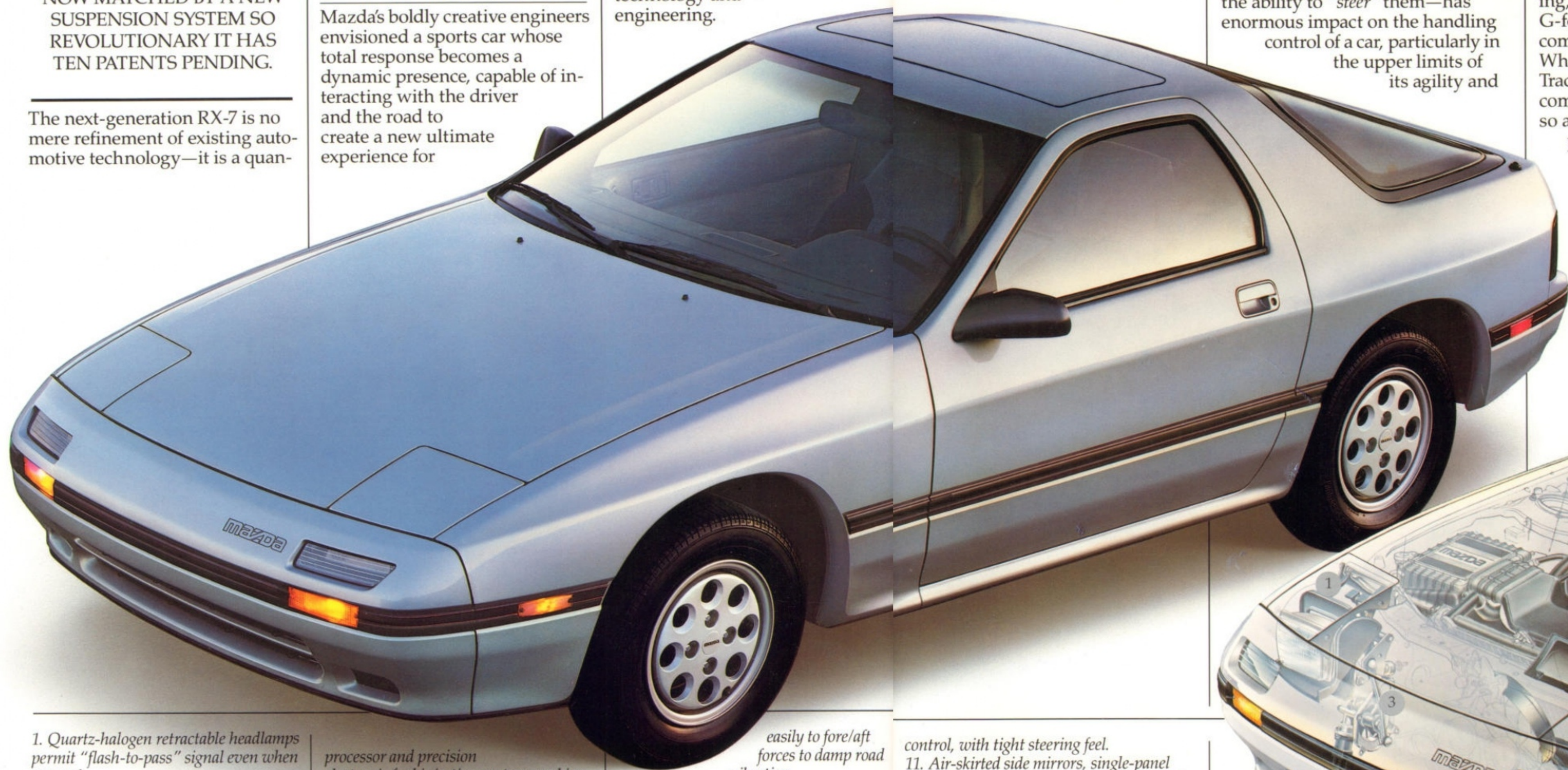
Mazda's new aerodynamic testing facility was used extensively in shaping the new RX-7 lines.

Interaction, completed.

With an important breakthrough in hand for the rear suspension, Mazda engineers were driven to complement its new handling capability with further advances in power train, steering and total performance. These, too, are now missions accomplished, and are detailed on the following pages.

A final challenge remained—to shape and perfect a body

which would envelop the machine and its occupants in aerodynamic efficiency and aesthetic artistry. With consummate care and the aid of one of the world's most sophisticated wind tunnel facilities, Mazda designers achieved a drag coefficient of 0.31—and a look of pure power and motion. What it promises, the new RX-7 delivers—sports car exhilaration, raised to the interactive degree.



1. Quartz-halogen retractable headlamps permit "flash-to-pass" signal even when covered.
2. Soft fascia bumper, integrated air dam with brake ventilation slots cut the air.
3. Tapered hood, flushmounted 64° angle windshield aid 0.31 drag coefficient.
4. Newly advanced 13B twin-rotor engine with Six Port Induction and supercharger-like Dynamic Effect Induction System; 146 hp at 6500 rpm, 138 lb.-ft. torque at 3500 rpm—and a flattened torque curve in the 2500-5000 rpm range. 0-60 mph in 8.0 seconds.
5. Sophisticated, powerful new micro-

processor and precision electronic fuel injection system combine to fine-tune all phases of engine performance through sensors monitoring functions from throttle position to rpms to exhaust.

6. Special 5-speed overdrive with hydraulic clutch linkage provides tight, interactive feel, precise shift action.

7. Inclined single A-arm, modified strut front suspension. Toe-in, camber, neutral; caster, 5° positive. Special double-action bushings resist lateral forces to enhance direct steering feel, yet flex

8. Ventilated front disc brakes with single-piston sliding calipers, extra-large pads. Sport Package and GXL have racing-type 4-piston fixed-caliper discs.
9. 14-inch wheels, 185/70HR steel-belted radials (Luxury Package aluminum alloy wheels shown.) 15-inch alloy wheels, 205/60VR low-profile performance radials standard for GXL and for the Sport Package.
10. New rack-and-pinion steering system combines smooth, quick maneuvering

control, with tight steering feel.

11. Air-skirted side mirrors, single-panel doors, flush glass, sculptured fenders, and unibody construction lend structural integrity and design unity, and smooth airflow, cut wind noise.

12. Wide-track stance, front and rear stabilizer bars, low center of gravity, and near-perfect balance of weight between front and rear wheels contribute to RX-7's incredibly sure road poise.

13. New Dynamic Tracking Suspension System uses the rear wheels to actually help steer you through tight turns with new agility and precision. Unique

Triaxial Floating Hubs provide sophisticated "toe control" to steer rear wheels from "toe-out to neutral to toe-in" automatically, and provide optimum maneuverability and stability in all situations.

14. Separate differential and suspension

easily to fore/aft forces to damp road vibration.

15. New camber control system helps maintain peak rear wheel traction and road control through corners and over bumps.
16. Single-piston, aluminum sliding-caliper rear disc brakes. For Sport Package and GXL, ventilated rear discs.
17. Sophisticated double-arc contoured

mountings neutralize negative interaction between these components, maximizing new rear suspension functions.

18. Vertically-mounted compact spare tire just inside hatch opening allows quick, easy access. Precision scissors-type 3.7 pound aluminum jack, standard equipment.

19. Luxury Package exterior features shown include 14-inch aluminum alloy wheels, dual electric remote-control mirrors, electric "roof-top spoiler" sunroof and tinted windshield sunscreen.

CREATIVE TECHNOLOGY HAS GIVEN THE NEW RX-7 HANDLING CAPABILITIES THAT SPORTS CARS NEVER COULD ACHIEVE BEFORE.

Even in the calmest driving modes, Mazda's new Dynamic Tracking Suspension System exerts profound effects upon RX-7 maneuverability. Something is definitely happening beneath you that you have not experienced before. This car is alive. Interactive. And the faster you drive, the more significant the Dynamic Tracking difference becomes.

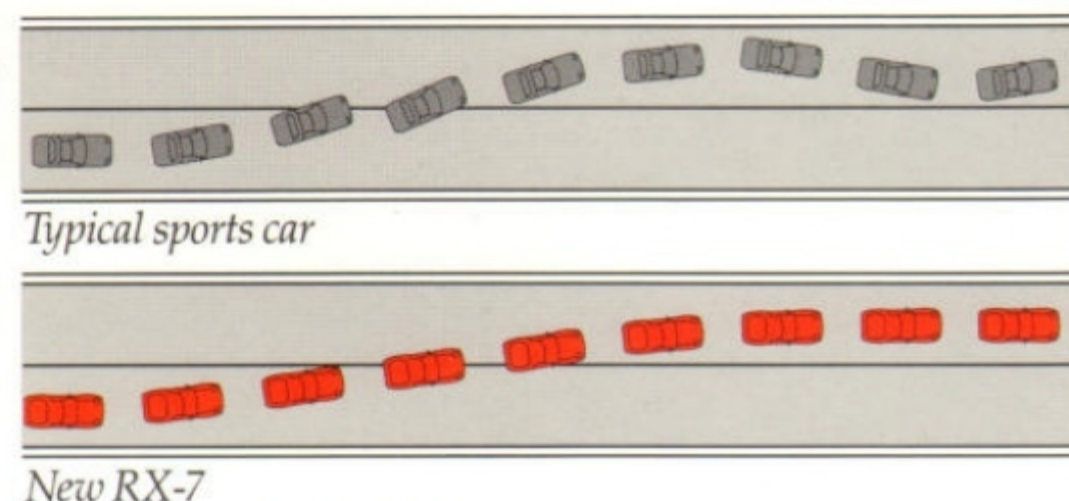
Observe the diagrams at the right. The upper pattern in each illustrates the typical behavior of the typical high-performance sports car; the one below demonstrates the new RX-7 behavior. Its maneuvers are more agile, more precise, because its rear wheels actually help steer you through the maneuver—interacting with the G-forces and increasing the RX-7's capability to respond to commands. Therein lies the unique RX-7 engineering achievement.

The dynamics of tracking.

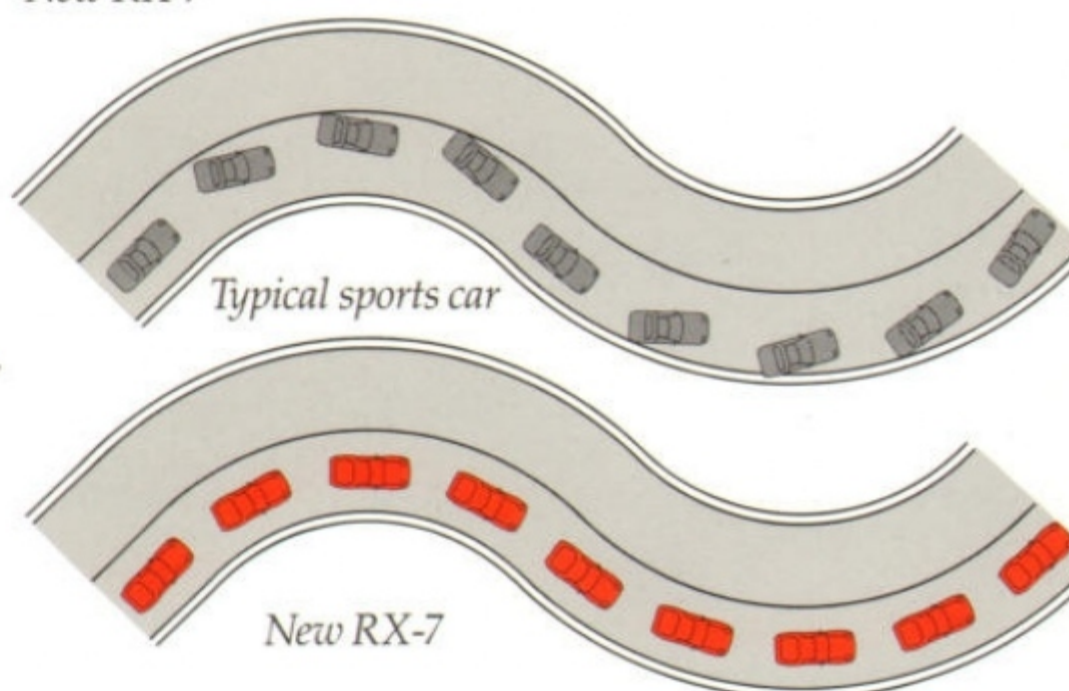
What makes Dynamic Tracking happen is a combination of major Mazda developments in the rear suspension. The key is a unique Triaxial Floating Hub, which ingeniously and automatically steers the rear wheels to provide controlled toe-out or toe-in—which ever is most advantageous at any given stage of any given driving situation.

In the esoteric world of the suspension specialists, the key objectives are stability and agility in a sports car. During straight-line driving, acceleration, deceleration, and braking create toe-out forces from a neutral alignment, while toe-in is the desired alignment for

In a quick lane change, a driver typically must "oversteer" the car, then correct the line of direction. Dynamic Tracking lets the outside rear wheel toe-out to help steer the RX-7 into a smoother, truer maneuver.



In an esse-curve, a driver typically must steer the car in a line of direction which compensates for his car's limitations, while Dynamic Tracking enables the driver to hold the new RX-7 on a smooth, true line through the turns.



greater stability. Only the most sophisticated rear suspensions to date are able to neutralize toe-out forces; RX-7 goes beyond to control toe-out and toe-in to your advantage.

On the other hand, what benefits stability negatively affects agility. Ideally, a sports car would gain controlled toe-out for optimum response in turns and corners; then, as lateral G-forces threaten stability, the rear wheels would toe-in to aid understeer and control. RX-7 is the world's only production sports car with a Triaxial Floating Hub which accomplishes exactly that and the "neutral-toe-out to toe-in" action that makes it possible.

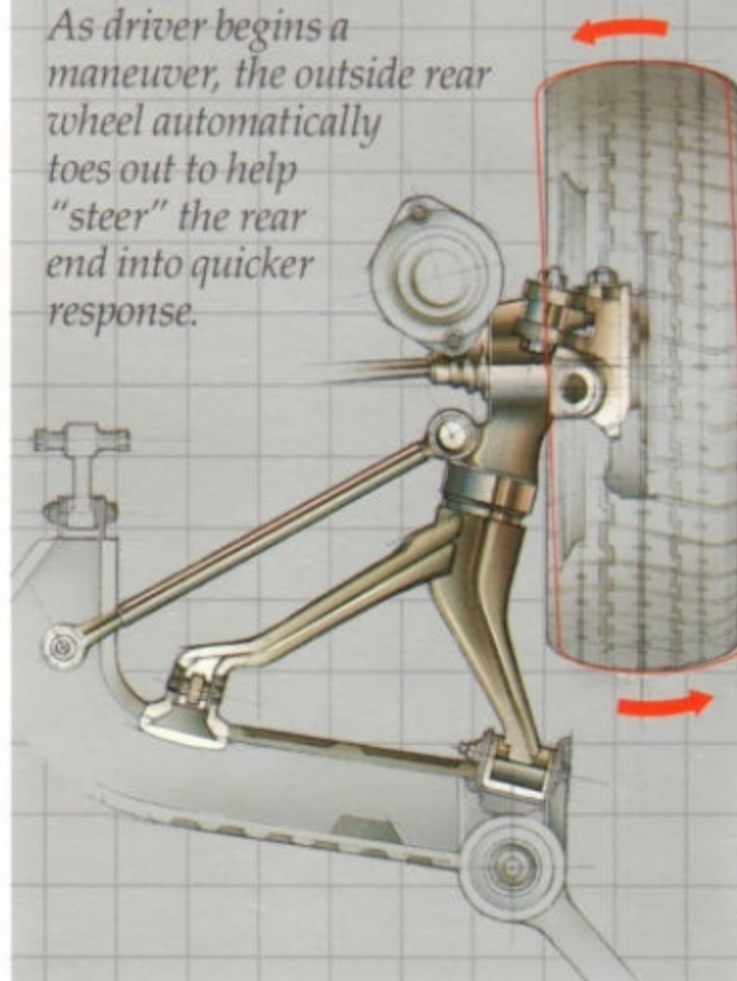
Inspired innovations interact.

Another significant development lies in RX-7's multi-link semi-trailing type rear suspension. In addition to lateral links, the RX-7 has a special camber control arm with offset linkage, creating a geometry which greatly improves camber control to maintain maximum rubber on the road.

There is one interaction (inherent in rear-drive sports cars) which Mazda ingenuity has eliminated—that between the rear suspension and the differential. The greater the torque delivered by the engine to the differential, the greater its vibrations—and

The mechanics of Dynamic Tracking.

As driver begins a maneuver, the outside rear wheel automatically toes out to help "steer" the rear end into quicker response.



the greater the negative effect upon rear suspension functions. Mazda neatly solved that dilemma by separately mounting the rear suspension and the differential, each with its own specifically designed bushings.

Interaction up front.

Quick response. Smooth maneuverability. A tight, live feeling in center-line steering. Above all, a feeling of control and predictability. RX-7's new rack-and-pinion steering system, new inclined single A-arm, modified front suspension, and near-perfect balance of front/rear weight all are key in heightening these qualities. And in combination with the Dynamic Tracking Suspension System they create a new dimension in interaction between the driver, the machine and the road.

Just as they alone solved the complex mysteries of the rotary engine, Mazda engineers now have created another major technological achievement. The laws of physics dictate the limits for even the world's most expensive

sports cars—but those limits are now stretched for the next-generation RX-7.

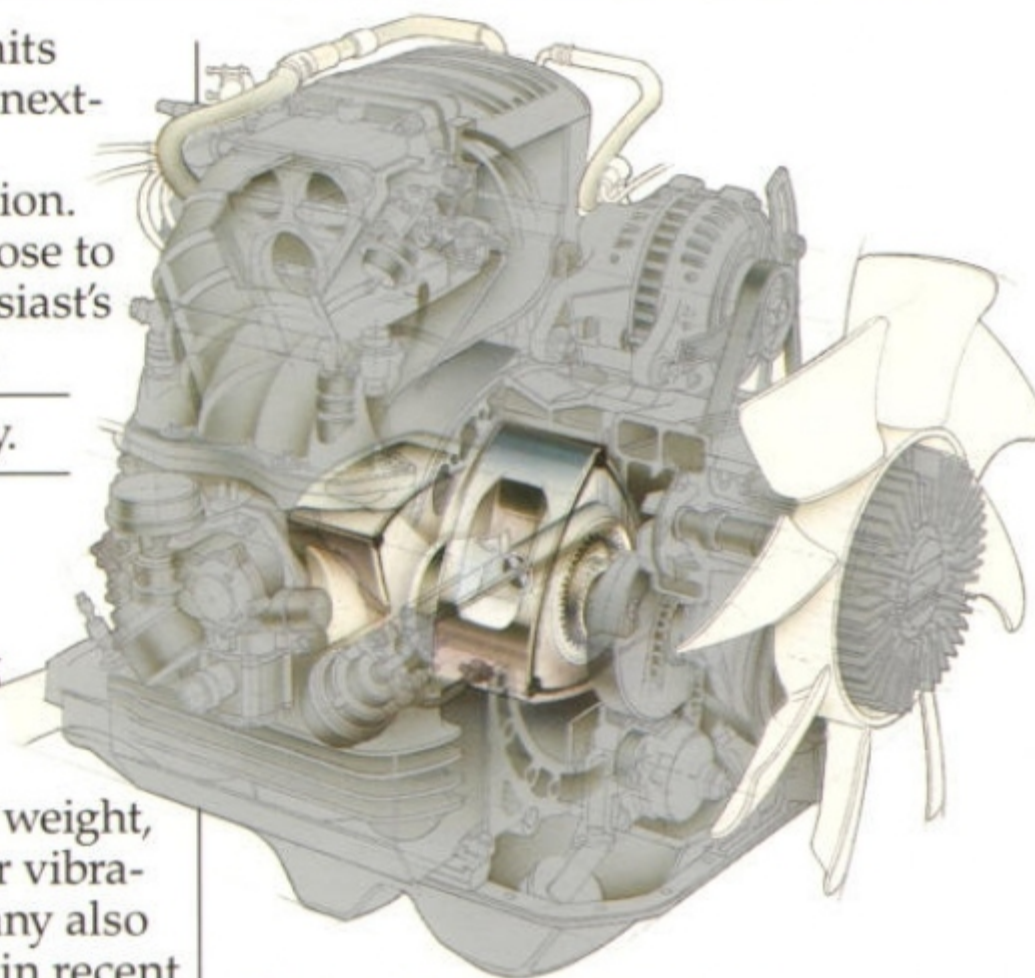
To drive it is a revelation. To find it sticker-priced close to \$12,000 is a driving enthusiast's wildest dream come true.

An advanced 13B rotary.

Most RX-7 watchers are aware of the basic advantages of Mazda's rotary engine over reciprocating engines: Tremendous power-to-displacement ratio, smaller size, lighter weight, fewer moving parts, lower vibration, quieter running. Many also know that the 13B rotary in recent RX-7 GSL-SE models offered major boosts in horsepower and torque, plus new refinements in design.

The 13B rotary engine of 1986 is yet another significant refinement, with still more horsepower and torque. Yet more important are the ways its numbers are translated into a zest for dynamic action.

The new power and torque are results of refinements in air-



The new 13B twin-rotor engine: more horsepower, more torque, and the smoothest, most efficient acceleration you may ever have experienced.

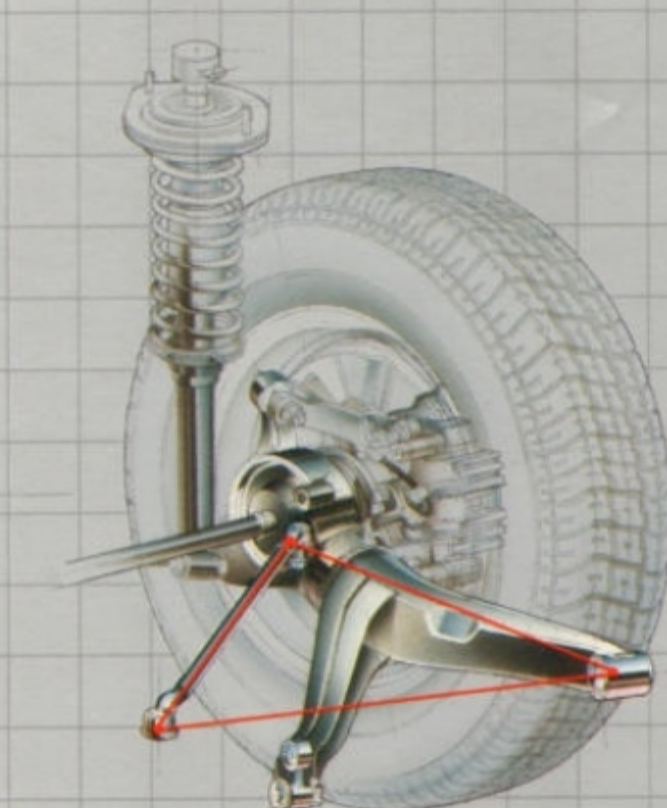
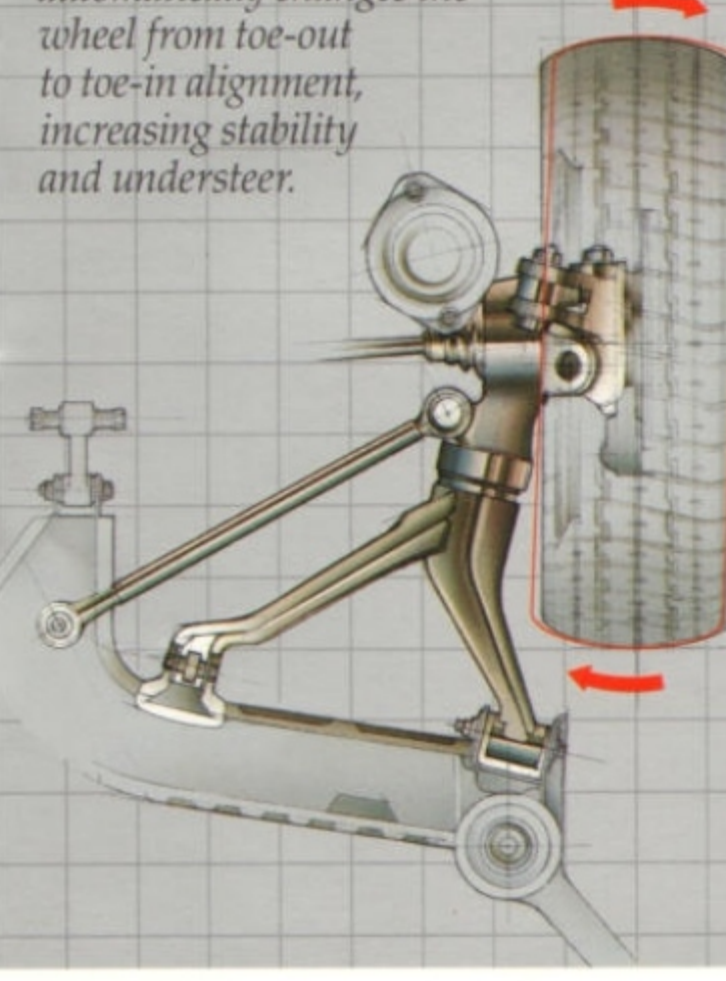
flow engineering. A key element is a new, more talented 8-bit 16K byte microprocessor which not only controls the fuel injection, but also controls spark timing, idle speed, exhaust emission control, and provides more precise fine-tuning of engine performance to needs of the moment.

No less important are new refinements in Mazda's 6-Port Induction and the Dynamic Effect Intake system, which creates a natural supercharging effect—a phenomenon unique to the rotary engine design.

Extensive refinements in rotor housing, water jackets, rotors and seals augment both the efficiency and the performance of the new 13B. And a new exhaust system and dual exhausts contribute to freer elimination of gasses.

Teamed with the more powerful 13B is a stronger 5-speed overdrive transmission with refined gears and hydraulic clutch linkages, for a smooth, tight interaction. And that is the bottom line for a new sports car that expands your horizons.

Above 0.4 lateral G-force, the Triaxial Floating Hub automatically changes the wheel from toe-out to toe-in alignment, increasing stability and understeer.



A unique camber control arm maintains optimum traction for the rear wheels in cornering and over bumps, providing consistent road control.

MAZDA HEREWITH PROVES ONE MAY EXPERIENCE A TECHNICAL MASTERPIECE FOR LITTLE MORE THAN THE PRICE OF MEDIOCRITY.

Around the new RX-7's dramatic advances in sports car technology, Mazda's designers have crafted a new, more aerodynamic body which reflects the potent machine within. Form follows function with consummate artistry and sophistication.

Its classic lines were honed in our wind tunnel to a new 0.31 coefficient of drag—with the sport package embellishments seen at right, that drops to a still more impressive 0.29. The fenders are subtly sculpted. The door handles and windows, flush-mounted. Even the side mirrors are air-skirted.

Note the curvilinear rear window/hatch. It slopes down at an almost ideal 18.5° rake, convex at the top, but concave at the bottom. A meticulous trifle, and one of many throughout its new powerful, poised structure.

The three faces of RX-7.

Below stands the basic RX-7—quite simply, a phenomenon in the sports-car world with a sticker-price close to \$12,000 (without those alloy wheels), despite its many technical superiorities over would-be sports cars of comparable price.

At right is the RX-7 in its Sports Package guise, for serious performance enthusiasts. The package provides a muscular sport-tuned suspension. Bigger, wider 205/60VR15 radials, and 15-inch alloy wheels. Heavy-duty

4-wheel ventilated disc brakes with a bigger 9-inch vacuum booster. And an ingenious aero kit consisting of a front air dam extension, rear side sill spoilers, and a rear deck spoiler.

On page 3, the RX-7 shown wears the Luxury Package. Its components include an electric sunroof, 14-inch aluminum wheels, electrically-controlled adjustable door mirrors. A tinted sunshield. And a special high-output sound system with cassette deck, four speakers and amplifiers, and dual antennas.

Which RX-7 is right for you?



The unique Mazda RX-7 in Sport Package form.



GXL: THE ULTIMATE RX-7. TRUE SPORTS-CAR POWER STEERING, ELECTRONIC RIDE CONTROL, AND A BOUNTIFUL ARRAY OF ACCOUTERMENTS.

Mazda's extensive experience with its worldwide network of RX-7 enthusiast clubs has established one inescapable fact: RX-7 owners have an incurable lust for evermore luxury and/or performance in their vehicle of preference. So Mazda planners were

challenged to create an even higher form of RX-7—GXL.

One more thing: That new "super" RX-7 must still come in at a price *below* the more exotic models of the competition.

The performance perks.

Making the elements of the Sport Package standard equipment was an obvious place to start. The 15-inch alloy wheels and 205/60VR 15 low-profile performance radials. Heavy-duty ventilated disc brakes at each corner and 9-inch vacuum booster. And a limited-slip differential.

The brainy assistants:

The automatic adjusting ride control described in the panel at right, and a new electronic variable-assist power steering especially designed for sports cars and high-performance driving. Sensors monitor car speed and the steering wheel angle, and a controller calculates lateral G-forces every 0.3 seconds. In forceful cornering, the steering firms up to give you a true sense of the road; at low speeds and under normal conditions, the power assist is provided in

the usual manner to ease your maneuvers as you expect it to.

More GXL touches appear.

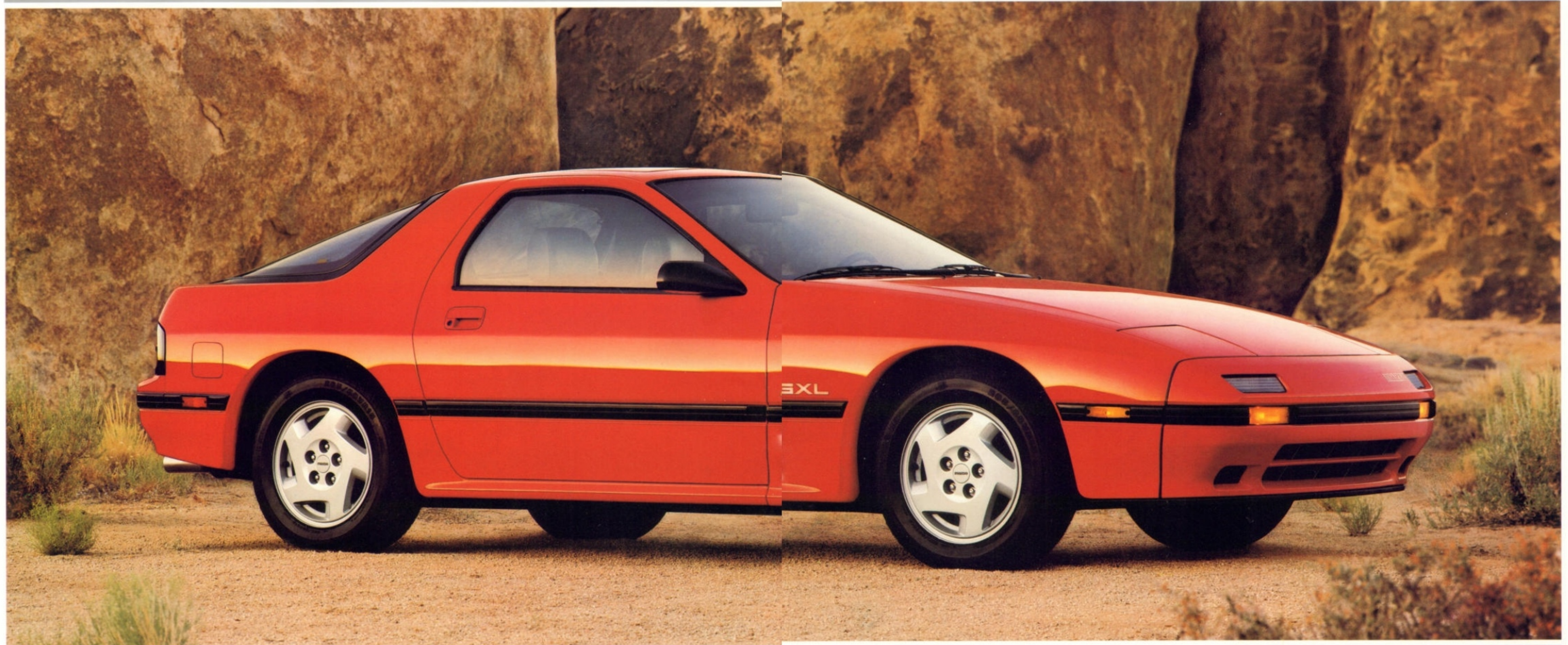
A vertically-mounted rear wiper and washer system now clears the hatch, and a tinted sunshield shades the upper windshield. A novel nightlight system has also been added for your convenience: Pull the locked driver's door handle up at night, and a tiny light goes on inside the keyhole to guide your hand; open the door and another light targets the ignition keyhole. And that's just a beginning. Turn the page for more.

THE RX-7 AUTOMATIC ADJUSTING SUSPENSION (AAS) SYSTEM

It's very simple, in a very sophisticated way. Each shock absorber is interconnected with a microprocessor and sensors which monitor speed, acceleration, braking and the steering wheel angle. Lateral G-forces are calculated, and the system analyzes what's happening and instantly provides the exact degree of damping action at each wheel for optimum control in the maneuver at hand. AAS controls body roll in cornering, nose dive during

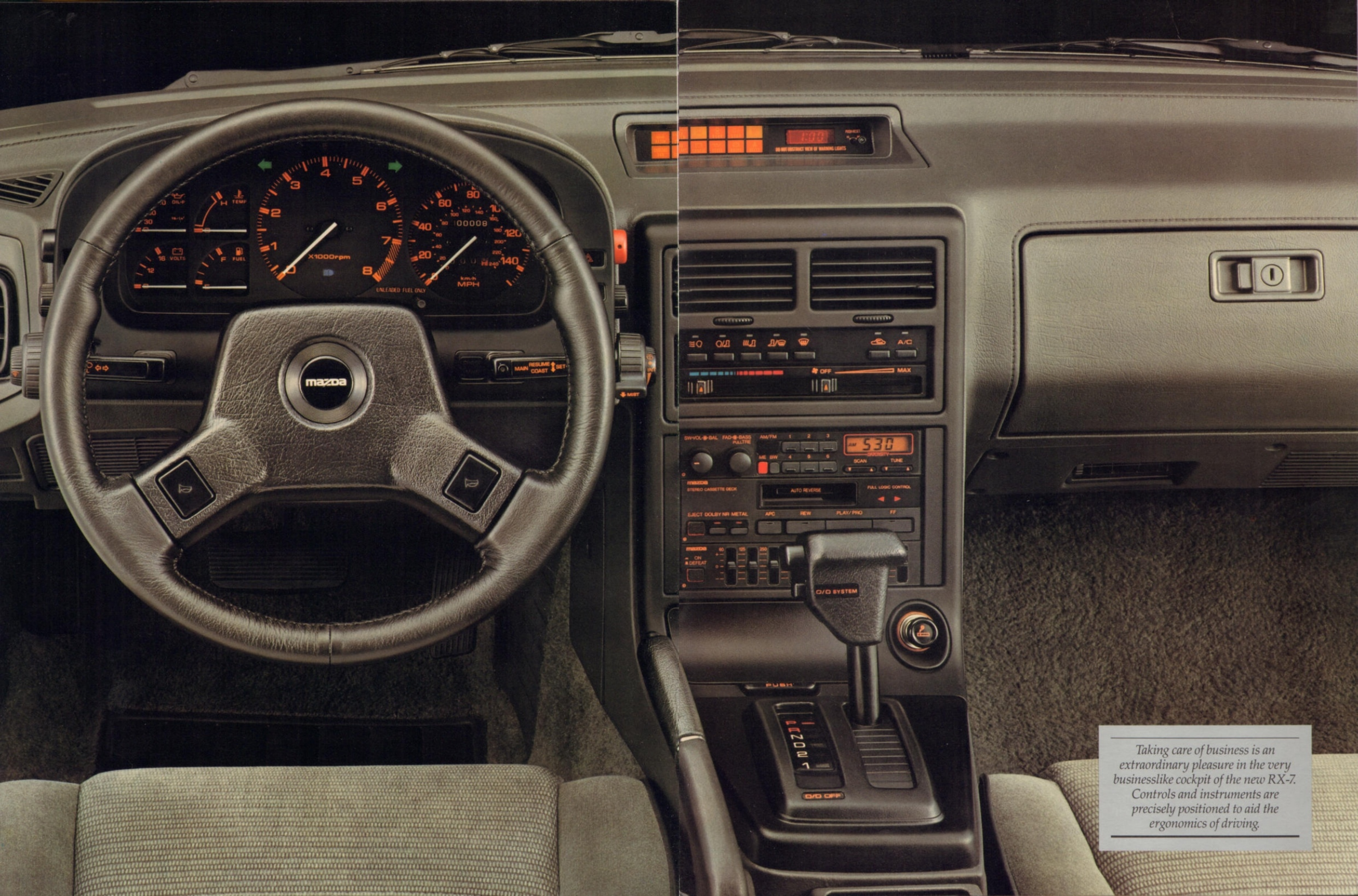
braking, rear squat during acceleration, and supplements Dynamic Tracking in neutralizing lateral G-forces.

A selector panel on the console allows the driver to select between normal and sport modes, and there's an automatic very firm mode which overrides the others when severe destabilizing forces intrude—AAS is always on your side when split-second accuracy is required in critical driving situations.





*Think of RX-7's cockpit as a strategic
command center for the applied art
of serious driving.*



Taking care of business is an extraordinary pleasure in the very businesslike cockpit of the new RX-7. Controls and instruments are precisely positioned to aid the ergonomics of driving.

DISCRIMINATING SPORTS CAR ENTHUSIASTS WILL FIND GXL MOST THOROUGHLY APPOINTED TO THEIR TASTE, AND PRICED THE SAME WAY.

Mazda planners have approached the appointments of GXL's inner world with no less thoroughness than its technical embellishments. The previous four pages hinted at the ambiance and sports car character of its interior. Now let us consider the particulars of GXL's extraordinary list of specific accommodations.

In fact, with air conditioning standard, virtually the only options left to consider are shown in the interior illustration: The leather upholstery, the rear seating, and the 4-speed automatic transmission. (One more, unseen, is a sophisticated new remote-control security system.)

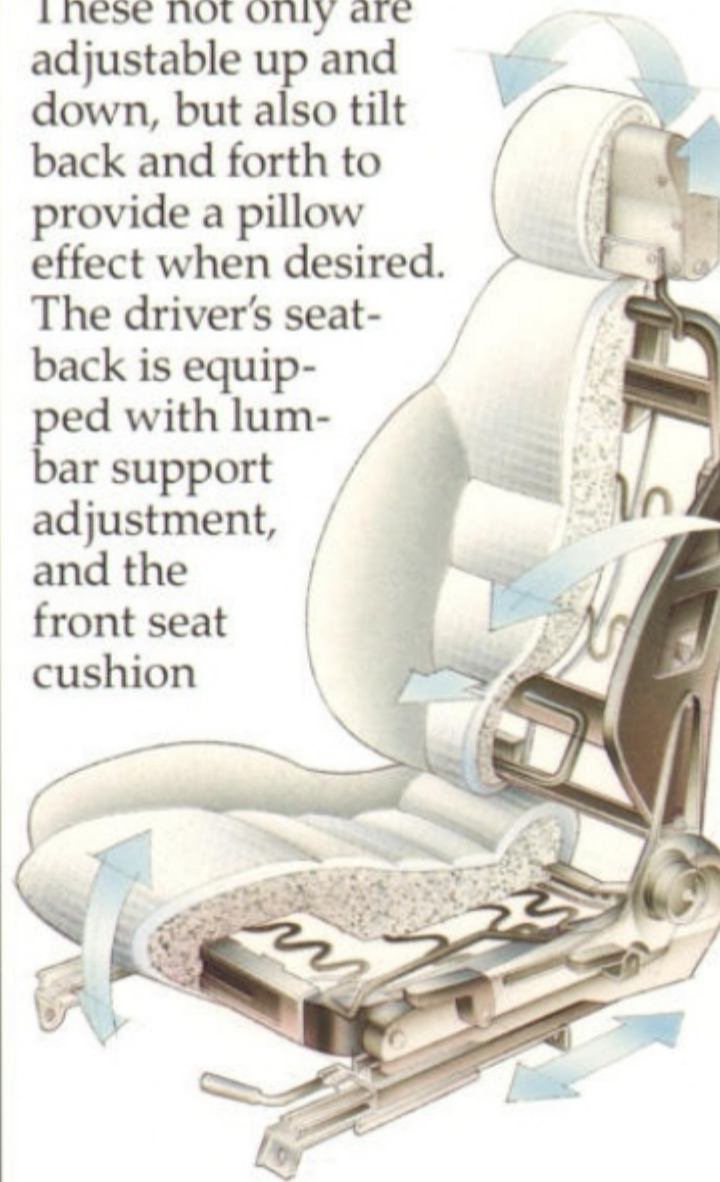
The new airfoil sunroof seen below is standard. It tilts up at the rear, or slides back to become a rooftop spoiler. And it ends the bother of removing, storing and replacing the sunroof.



New sunroof tilts up in closed position to aid ventilation, or opens wide as shown.

As you might expect, many amenities are centered around the driver and driving functions. The steering wheel is wrapped in leather, and it tilts to the angle you prefer—ideal complements to

the quick-action power steering. GXL also has reclining bucket seats with separate headrests. These not only are adjustable up and down, but also tilt back and forth to provide a pillow effect when desired. The driver's seat-back is equipped with lumbar support adjustment, and the front seat cushion



angle can be adjusted to afford greater thigh support. Combined with a seat track of almost eight inches, the GXL driver's seat assures exceptional comfort and support in strenuous maneuvers.

Aesthetics are not ignored.

Richer velours and a deeper-pile carpeting grace the GXL interior. Map pockets on the doors and twin lockable stowaway lockers behind the seats create added storage space.

The console compartment, glove box and the lockers are all lined. Courtesy lamps on the doors supplement the overhead interior lamp, for safer entry and exit.

There's more—creature comforts are taken seriously in the GXL. The entire heating/venti-

lation/air conditioning system is significantly improved in the new RX-7. Air volume, cooling and heating capacities all have been substantially increased—windshield and side window defroster airflow has been tripled. Push buttons select the air system mode, slide controls adjust the temperature and airflow volume.

A complete entertainment center of impressive quality is standard equipment as well. The wide-band electronic AM/FM stereo radio has an automatic scanner, and LCD indicator. It also has dual antennas, a



Full sound system with equalizer, cruise control, lockable stowaway lockers.



Dolby® cassette deck, 9-band equalizer, and four speakers with up to 100 watts of output.

One of life's rarer pleasures.

GXL's temptation is inescapable: One of the world's most capable road machines, furbished for the good life. The sweet, throaty purr of rotary power at your call. An uncanny precision through turns and corners at your command. A new dimension in performance—for less than the price of some Zs, thousands less than a 944. The supreme form of the next-generation RX-7 awaits.



IN THE PUNISHING WORLD OF RACING COMPETITION MAZDA BOTH PROVES—AND IMPROVES—THE UNCOMMON STRENGTHS OF THE ROTARY.

In just seven short years, Mazda has achieved what no other car maker in history has done: It has proved a revolutionary engine as an efficient, reliable and durable racing powerplant—and the RX-7 as a formidable race competitor, and a winner against higher-horse-power contestants.

Mazda had invested 16 patient years in unlocking the secrets of the rotary engine. It had been judged "heretic" and "impossible to solve"—yet it promised significant advantages over other conventional piston engines: It was smaller, lighter, with fewer moving parts. Its power was inherently smoother and more efficiently produced—and its power-to-displacement was far greater. An ideal sports car engine—but could it prove its mettle in the grinding, merciless punishment of racing?

"You can't win if you don't finish," is the old racing truism—RX-7 and the rotary would put it all on the line.

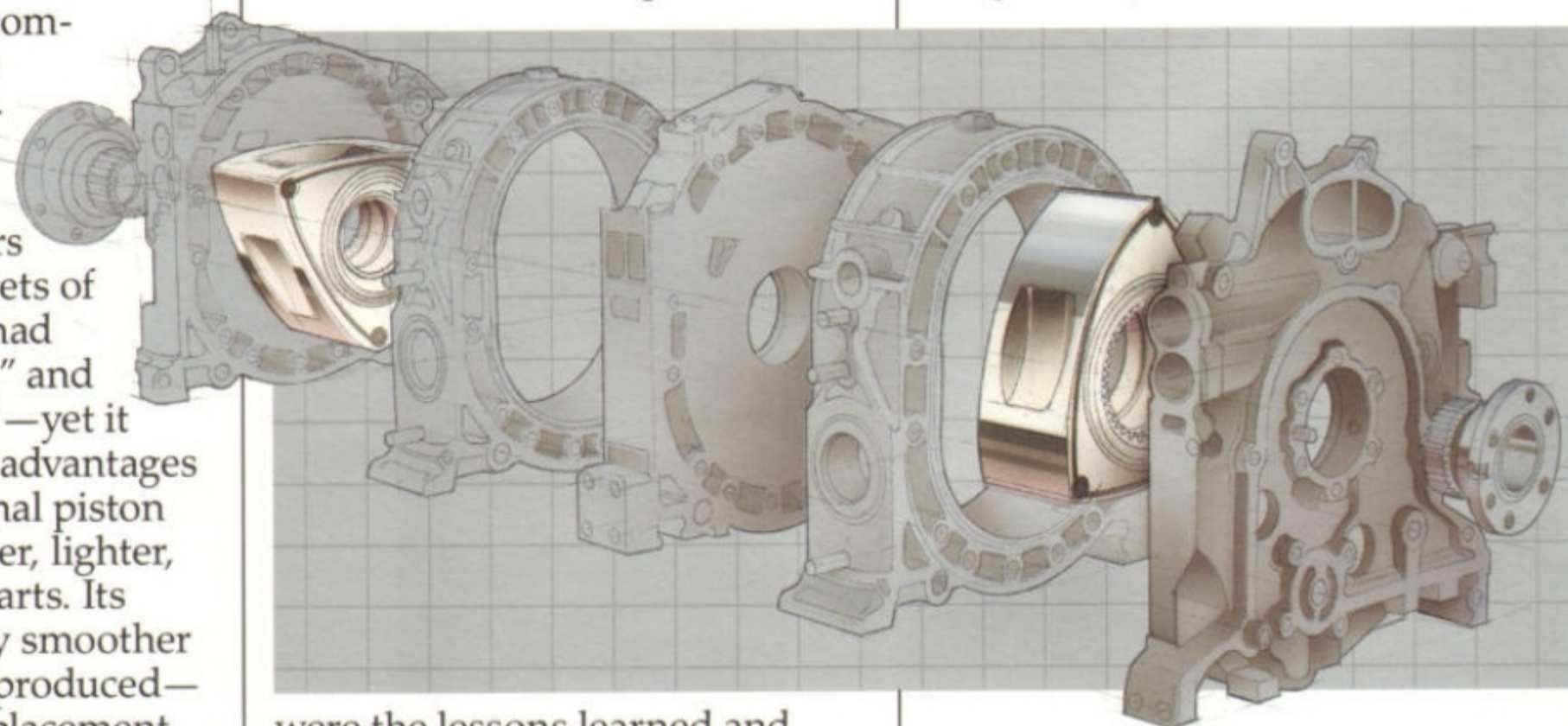
A dazzling debut.

Two factory-modified RX-7s were entered in the 1979 running of The 24 Hours of Daytona—a world-class endurance grind where extreme conditions are the only condition, and the field was studded with higher-powered Porsches, BMWs and Datsun Zs. Of 68 starters, 46 failed to finish—but the two RX-7s finished 1st and 2nd in their GTU class, 5th and 6th overall. The

rotary and RX-7 had indeed survived—and won.

Since RX-7 entered regular season competition in 1980, Mazda has captured the championship five straight years—a sweep unprecedented in International Motor Sports Association (IMSA) GTU class history. And a phenomenal sixth straight championship appears highly likely as of September, 1985.

Clearly, the uncommon strengths of the RX-7 rotary engine are being proved in dramatic fashion. But more important



were the lessons learned and incorporated into the 13B rotary, which was to begin its own competitive career no less spectacularly in 1982.

Another Daytona debut.

As RX-7 was sweeping Daytona's GTU class with an incredible 1-2-3-4-5-6 finish, another RX-7 with a 13B rotary was making its pilot entry in the GTO class. The field of 31 cars included far more powerful BMW M-1s, Porsche Carreras, 924 Carreras and 934s, and Corvettes—but the winner was the lone RX-7, with only one other class competitor within seven miles at the finish.

Astoundingly, in 1983, another 13B-powered RX-7 won again in its first competition. Once again, RX-7 and the 13B

rotary not only survived, but won.

The rotary's reputation spreads.

Such bravura accomplishments do not go unnoticed in the high-tech and design circles of the racing fraternity. Other competitors in other racing arenas recognized the potential of the rotary in their own endeavors.

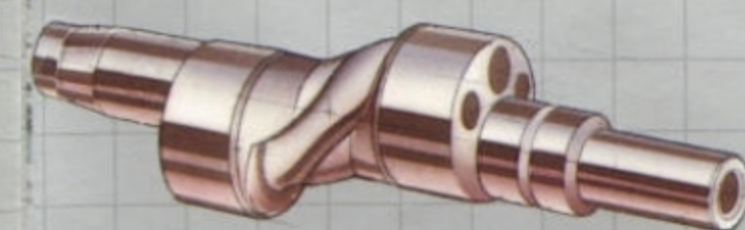
Item: In the SCCA GT-2 class, Dr. Bob Reed captured the national championship in 1982 and 1983—in an RX-7.

Item: In the SCCA PRO Rally Circuit, run on diabolical

Item: Mazda's 13B rotary becomes the power plant of choice for a whole new class of single-specification racing cars—the Mazda Pro Series, a unique competition which pits drivers against one another on as equal a basis as possible. With car prep, driving skills and racing guile as the basis for victory.

Item: The 13B rotary has even found its way into the tough Grand National Sport Truck Class, in a specially modified version of the new Mazda B2000, now competing on short-course racing

Mazda's twin-rotor engine delivers its power with incredible smoothness and efficiency—and a minimum of moving parts.



open-road endurance courses around the nation, Rod Millen's Newport Rallying shop campaigned an RX-7 to a national championship in 1981, was edged out by a new four-wheel-drive competitor in 1982, but returned to the fray with a four-wheel-drive RX-7 conversion—yet another challenging application of Mazda rotary power!

Item: Mazda's 13B rotary was selected for its uncommon strengths in designing and fielding the Mazda-Argo, now running in the IMSA Camel Light classification.

Item: Mazda's 13B rotary became the power plant of choice in developing the B.F. Goodrich-Mazda Lola T616 racers campaigning in the U.S. and Europe.

tracks around the country.

Such diverse applications of rotary power attest not only to its remarkable performance capabilities, but perhaps even more eloquently to its durability under grueling conditions. In the all-out, no-quarter-given world of racing, in all its forms, the unorthodox little engine with no pistons has proved beyond a doubt that it does indeed survive—and win.

The ultimate victor: You.

The new 13B rotary is a direct result of lessons learned in the racing pits and on the race courses of the world. While winning is always glorious, the objective has always been to test, to prove, and to improve the unique rotary engine and the unique sports car it powers.



13B rotary power is at the heart of these leading contenders in three different racing classifications. Seen at top is one of several RX-7s racing in the International Motor Sports Association (IMSA) GTO class; below it is the Mazda-Argo contender in the IMSA Camel Light class; and below, Rod Millen's four-wheel-drive RX-7, which took two firsts and a second in the first three races of the 1985 SCCA PRO Rally series.



BECAUSE WHAT GOES ON YOUR NEW-GENERATION MAZDA RX-7 SHOULD BE AS GOOD AS WHAT GOES INTO IT.

1. Aero Package. This complete package of performance and appearance parts gives your new RX-7 an even bolder and more aggressive look. The package includes ground effects front, rear, and side skirts; roof band; and rear spoiler. Finished in matte black, the components can either be installed as they come, or your dealer can color-match them to your RX-7.

2. Fog Lamps. Halogen fog lamps improve visibility during foggy and/or night driving situations. These lamps project a 108°-wide beam of light, 60° wider than conventional headlamps, for increased peripheral vision.

3. Rear Window Louvers. These louvers are designed to enhance the already sleek lines of your new RX-7. Additionally, they shield your RX-7's interior from the sun's rays to help prevent heat build-up and sun damage.

4. Graphic Equalizer. Enhance the sound quality of your RX-7's audio system. 9 bands of adjustment allow you to tailor the sound to your personal taste.

5. Front Mask. Heavy-gauge vinyl mask with protective soft cotton backing helps guard your RX-7's front-end from road debris that can cause chipping and nicking. Includes openings for parking lights and slip-fit caps for headlamp housings.

6. Air Conditioning. Provides all-season comfort. Specifically designed for the RX-7, the unit includes bi-level vents, variable temperature control, multi-speed fan, plus fresh and recirculating air conditioning modes.



1.



2.



3.



4.



5.



6.

WHAT MAKES THE NEW RX-7 SO OUTSTANDING? HERE ARE THE ENGINEERING FACTS AND THE STANDARD EQUIPMENT.

	RX-7	RX-7 Sport Pkg.	RX-7 Luxury Pkg.	RX-7 GXL
Exterior Features				
14" Styled steel wheels	S	—	—	—
14" Aluminum alloy wheels	O	—	S	—
15" High performance alloy wheels & radials	—	S	—	S
Aerodynamic front/side air deflectors & rear spoiler	—	S	—	—
Dual remote control black door mirrors	S	S	—	—
Dual electric black door mirrors	—	—	S	—
Rear window wiper/washer	—	—	—	S
Power antenna	S	S	S	S
Diversity antenna system	—	—	S	S
Tinted windshield sunshade	—	—	S	S
Illuminated driver's door lock	—	—	—	S
Interior Features				
Patterned velour upholstery	S	S	S	—
Premium velour upholstery	—	—	—	S
Leather upholstery & door trim inserts	—	—	—	O
Highback reclining bucket seats	S	S	S	—
Reclining bucket seats w/adjustable headrests	—	—	—	S
Driver's seat height & lumbar adjusters	—	—	—	S
Fold-down rear seats w/color-keyed seat belts	O	O	O	—
Cut-pile carpeting	S	S	S	—
Extra-plush cut-pile carpeting	—	—	—	S
Leather wrapped steering wheel	—	—	—	S
Power steering	—	—	—	S
Tilt steering wheel	—	—	—	S
Electronic AM/FM stereo w/40 watt amp.	S	S	—	—
Electronic stereo AM & FM w/100 watt amp.	—	—	S	—
Auto-reverse cassette deck	O	O	S	—
Full logic auto-reverse cassette deck	—	—	—	S
9-band graphic equalizer	A	A	A	S
4 stereo speakers	S	S	S	S
Power windows	—	—	—	S
Cruise control	—	—	—	S
150 mph speedometer & 8000 rpm tachometer	S	S	S	S
Voltmeter & oil pressure gauge	S	S	S	S
Door/hatch ajar & shift up warnings	S	S	S	S
Low fuel, coolant, oil & washer level warnings	S	S	S	S
Headlamps 'on' & ignition key reminder sounds	S	S	S	S
'Silent Pack' insulation	—	—	—	S
Illuminated ignition keyhole	—	—	—	S
Door courtesy lights & map pockets	—	—	—	S
Dual rear storage boxes w/locks & lights	—	—	—	S†
Console & glove box inner trim	—	—	—	S
Automatic overdrive transmission	O	O	O	O
Air conditioning	O	O	O	S
Electric outer slide/tilt sunroof	—	—	—	O
Theft deterrent system w/alarm	—	—	—	O
Sport tuned suspension	—	S	—	—
Automatic Adjusting Suspension (AAS)	—	—	—	S
Limited slip differential	—	—	—	S

Codes: S: Standard O: Optional —: Not Available
A: Accessory †: N/A with rear seats

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.

Standard Equipment, All Models: Exterior—Color-keyed bumpers w/black rub strips; Color-keyed door handles; Twin chrome exhaust pipes; Tinted glass; Retractable halogen headlamps w/flash-to-pass lens system; Black window mouldings; Wide black body side mouldings; Tri-color tail lamps; High-mount center tail lamp; Steel-belted radials; Compact spare tire; 2-speed windshield wipers/washer w/l-wipe & variable intermittent features... and more.

Interior—Armrests; Illuminated one-touch ashtray & cigarette lighter; Full cargo area trim w/tie-down strap; Digital quartz clock; Full center console w/armrest box lid & coin trays; Gauge cluster controls; Color-keyed dash; Windshield & rear window defrosters; Side window demisters; Full door trim w/velour inserts & carpeted lower section; Driver's footrest; Orange gauge graphics; Wrapped black gear shift knob; Lockable, illuminated glove box; Heater/defroster w/variable speed fan, 6 vents & push button controls; Day/night & vanity mirrors; Remote control fuel door, hatch & hood releases; Color-keyed seat belts; Wrapped black steering wheel; Comprehensive warning light & sound group... and more.

Engine	Type	Rotary, twin rotors inline with 6-port induction.
Displacement	1308 cc (80 cu. in.)	
Compression ratio	9.4:1	
Horsepower, SAE net	146 @ 6500 rpm.	
Torque, SAE net	138 lb.-ft. @ 3500 rpm.	
Fuel system	Electronic fuel injection, computerized monitoring system, constant fuel-air mixture control, electromagnetic fuel pump.	
Fuel capacity, gal.	16.6	
Oil capacity, qt.	6.2	

Transmissions	M5	A4
Ratios: 1st	3.475	2.841
2nd	2.002	1.541
3rd	1.366	1.000
4th	1.000	0.720
5th	0.711	—
Reverse	3.493	2.400
Final	4.100	3.909
Manual clutch	Single dry plate type.	
Automatic clutch	Lock-up/lock-out torque converter.	

Electrical System	12 volt.
Battery	Maintenance-free, 50 amp./hr. (cold areas: 55).
Alternator	70 amp.
Ignition system	Electronic, 4-electrode spark plugs.

Chassis	Frame	Semi-monocoque.
Front suspension	Independent, strut type with coil springs, cylindrical double-acting shock absorbers & stabilizer bar.	
Rear suspension	Independent, Dynamic Tracking System with camber control, triaxial floating hubs, multi-link semi-trailing type, cylindrical double-acting shock absorbers & stabilizer bar.	
Sport suspension	Sport Pkg.: performance tuned components, front & rear.	
Adjustable suspen.	GXL: Automatic Adjusting Suspension (AAS). Computerized valves, front & rear. Automatic in normal & sport modes.	
Steering	Rack-and-pinion type. Ratios: 20.3:1 (power-assisted 15.2:1). Lock-to-lock: 3.6, (power-assisted 2.7). Turning diameter: 32.2 ft.	
Brakes	Power-assisted, dual diagonal hydraulic circuits. Front vented discs, 9.8 in. diameter. Sport & GXL: 10.9. Rear discs, 10.3 in. diameter. Sport & GXL: vented 10.7. 185/70HR14 & 5½JJ-14.	
Tires & Wheels	Sport & GXL: 205/60VR15 & 6JJ-15.	
Curb weight	Manual trans.: 2625 lbs./Automatic trans.: 2695 lbs.	

Dimensions (inches)	95.7	Headroom: 37.2
Wheelbase	168.9	w/Sunroof: 36.8
Length	66.5	Legroom: 43.7
Width	49.8	Shoulder room: 52.8
Height	57.1/56.7	Hip room: 54.3
Track: front/rear		

Exterior colors: Dover White • Pure Red • Arctic Silver M. • Tornado Silver M. • Satin Gold M. • Royal Maroon M. • Sapphire Blue M. (M.=Metallic)

24 EST. HWY MPG **17** EST. CITY MPG
Automatic trans. 5-speed transmission. EPA estimates for comparisons. Your mileage may vary with trip length, speed and weather. Actual highway mileage will probably be less. 24 est. hwy. mpg, 17 est. city mpg.



Mazda RX-7 has dominated IMSA GTU competition with an unprecedented five straight season championships.

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