

MAZDA
626
1985



"...THE ENTHUSIAST'S DEFINITIVE CHOICE AMONG AFFORDABLE...SEDANS."

That was the judgment of *Car and Driver*, in naming Mazda 626 one of its 10 Best Cars for 1984. *Motor Trend* judged it "...the grand-slam home run of 2-liter sedans" and its Import Car of the Year for 1983, against an auspicious field, including Porsche 944, Volvo 760 GLE and eight other all-new cars.

Such uncommon accolades reflect the success Mazda's product planners and engineers achieved in their bold and ambitious quest: To produce a world-class road car which would excel in *all* qualities, without compromise—yet could be priced within reach of the average American car buyer.

They began with a clean sheet of paper. Ingenuity and state-of-the-art technology were their measure. Mechanical components were explored anew, innovation reigned. The result: A new benchmark of performance, craftsmanship, driveability and value in the automotive world—626.

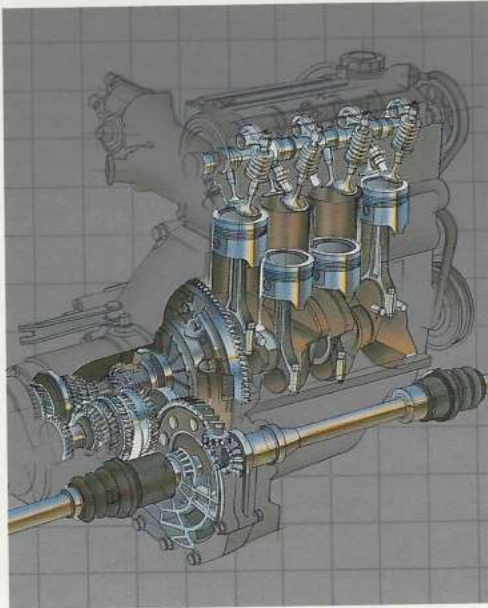


A CUT ABOVE IN CONCEPT

WHAT MAKES 626 UNIQUE IS THE TOTAL EFFECT OF ITS SOPHISTICATED ENGINEERING ADVANCES.

Today's Mazda 626 was born of a zero-base engineering philosophy, and a determination to produce a technically advanced driving machine so beautifully balanced in *all* its performance aspects that it becomes a new experience in driving satisfaction.

Mazda's 626 task force came armed with the most sophisticated tools of automotive technology. Computer-assisted design, holography, computer stress analysis, and more.



The result: What *Motor Trend* described as a "... sublime cleverness and intelligence that crops up all over Mazda's new winner..." A 626 that *Car and Driver* noted, "... does everything well, and

that makes it the standard of comparison in its class as far as we're concerned..."

Inspired design innovations.

At the heart of its outstanding performance is a 4-cylinder engine that is a model of technical efficiency—high in torque and power, yet uncommonly smooth, quiet and compact. And it literally floats in isolation on a special liquid-filled mounting that further quells vibration.

The transaxle is no less remarkable. Mazda engineers devised an ingenious direct shift linkage with a parallel support rod, coupled with fine-pitch, fine-mesh gearing, to achieve marvelously crisp and precise gear changes.

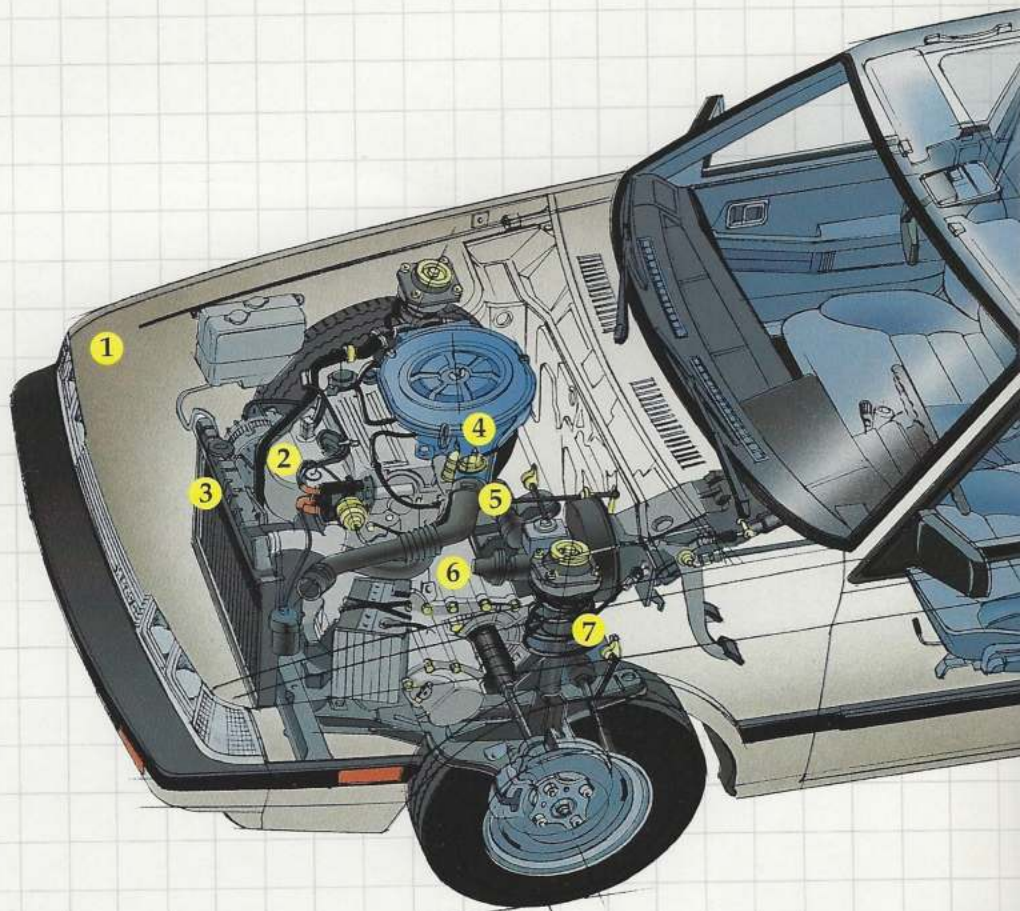
1. Aerodynamic design helps glue 626 to the road and aids fuel efficiency. Coefficient of drag: Sedan, 0.36; Touring Sedan, 0.35; Coupe, 0.34, the equal of our RX-7.
2. Square bore/stroke 2-litre design minimizes weight, moving parts, friction and engine noise. High-swirl combustion chambers, high power-to-weight and good gas mileage:

32 EST. HWY MPG

26 EST. CITY MPG

See page 21 for details.

3. Radiator on soft rubber mounts acts as dynamic damper to reduce engine vibration at low rpms.
4. Computerized carburetor, with feedback sensors, monitors and constantly adjusts fuel/air mix for optimum economy and performance at all times, under all conditions.



With this powertrain, 626 could indeed become a world-class road car.

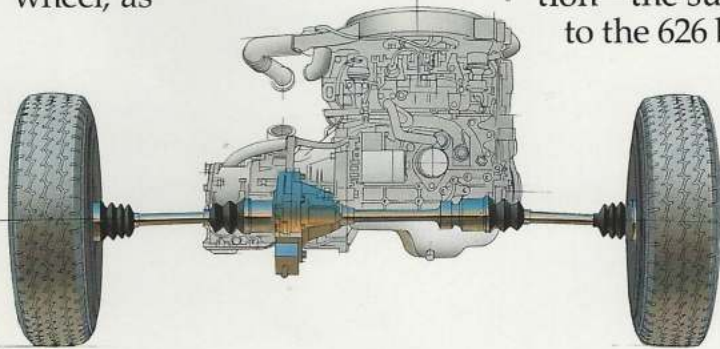
Front-wheel drive, refined.

To solve the heretofore inherent drawbacks of front wheel drive, Mazda ingenuity has created further innovations.

To neutralize torque-steer, a new driveline center bearing, which in effect creates drive-shafts of equal length to each wheel, as

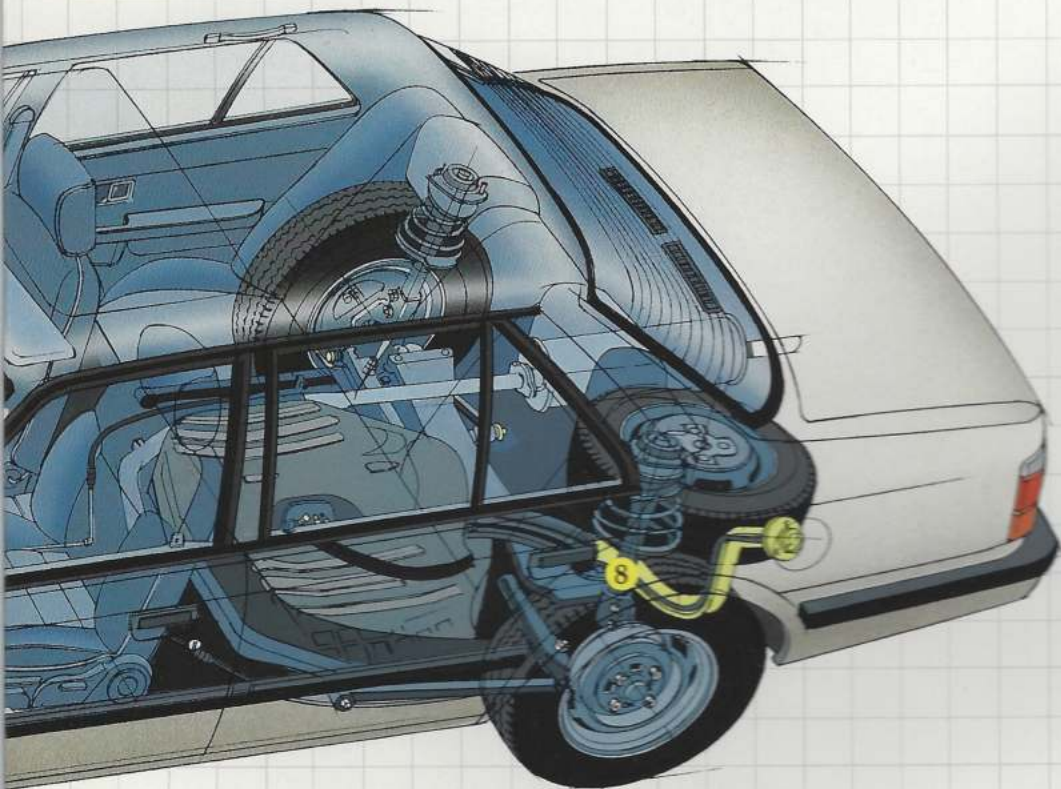
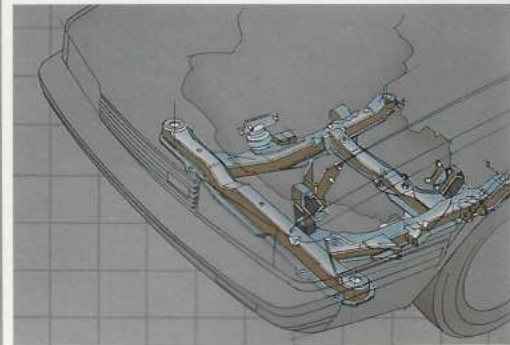
shown below. And to equalize handling response to the steering wheel in either direction, lower control arms of *unequal* length to offset the imbalance of powertrain weight between the wheels.

Even the subframe which holds the drivetrain and front suspension components is unique. Instead of being bolted to the body—and creating a conduit for noise and vibration—the subframe is secured to the 626 body by clever couplings swathed in rubber which isolate the 626 passenger compartment from irritating road noises and vibrations.



The final imperative:
Above all else, a world-class road car must provide superlative handling and road poise. And it is here that Mazda designers display their proudest accomplishments.

Here is quick and precise rack-and-pinion steering—with a difference. Sophisticated tapered bearings minimize free play and maintain



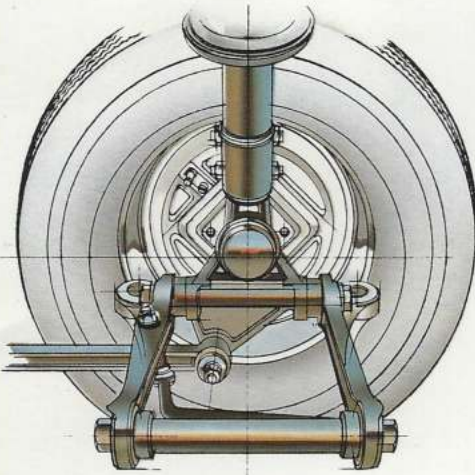
5. Mazda-designed rack-and-pinion steering produces minimum play and precise control, even in centerline position. Compact 33.5-foot turning circle.
6. 5-speed overdrive transaxle with direct linkage and parallel support rod provides outstanding shifting action, crisp, positive and quick gear changes.
7. Negative scrub offset, anti-dive geometry, front stabilizer bar, front-drive traction and more contribute to great road handling.
8. Patented rear suspension: Twin trapezoidal linkage, long trailing arms, rear stabilizer bar and cantilevered struts create true, flat tracking and a smooth ride.

A CUT ABOVE IN TECHNOLOGY

sensitive road feel even in the neutral centerline position.

Here are front bushings, developed and patented by Mazda, which firm up lateral roll resistance, yet soften fore/aft compliance, thus improving both handling and ride.

Here, too, is a Mazda-patented rear suspension linkage which neutralizes toe-out forces in turns, to maximize road-holding qualities.



And finally, here is EVSA—the Electronic Variable Shock Absorber system for 626 Coupes and Touring Sedan—which allows the driver to tune the suspension to the kind of driving ahead.

The ultimate synergism.

No single performance factor makes the 626 outstanding. It is the *totality* of its qualities which make 626 so enthralling to drive. It transcends impressive 0-50 times and skidpad heroics, and becomes a rarely-achieved aesthetic experience—a true synergism and harmony between driver and driving machine. And that is precisely what makes 626 a bonafide world-class road car.

TO BUILD A BETTER 626, MAZDA BUILT A WHOLE NEW WAY TO BUILD A CAR.

To produce a car as advanced as the all-new 626, Mazda early on concluded that an all-new plant of equal sophistication would be necessary. Here was a unique opportunity to develop a car and its production facility in complete synchronization.

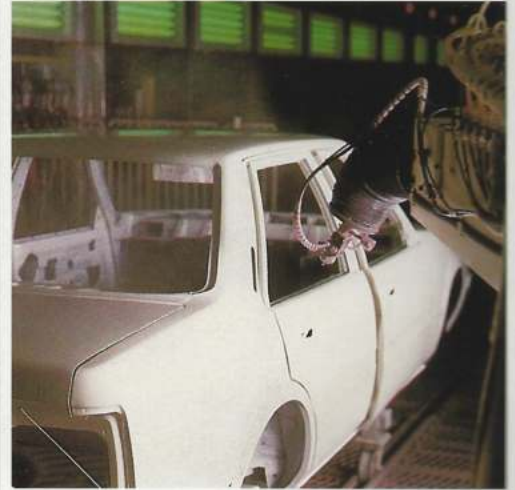
So it was that automation, computerization, robotics and human environmental values were masterplanned into a whole new way to achieve the highest quality possible in each 626. And a wonderland of innovations now makes it possible.

Item: When work on the underbody is to be performed, the body is tilted toward the worker, so that he may complete his tasks more comfortably and efficiently.



Item: 155 robots relieve humans of the most burdensome tasks. Robot painters hypnotically snake a precise path over each car body laying each coat with incredibly uni-

form precision. Other robots tirelessly complete the heavy welding, apply sealer compounds, even lift up and place the heavy spare wheel and tire into each 626 trunk.



Workers walk on water.

Almost literally. In the paint area, the floor is a bed of water overlaid with a raised mesh surface. This enables the pressurized atmosphere to be constantly cleansed of dust and paint particles, assuring a scrupulously clean environment for workers and paint finishes.

Item: Each Mazda worker shares a relentless commitment to quality—to prevent and to detect errors before they are passed on. In fact, each work station in the final assembly line has a signal switch which can summon aid or completely stop the line, so any defect may be corrected when detected.

No car was ever born with greater attention and care. And this plant contributes importantly to a bright new achievement in technical sophistication and automotive excellence.

626 DELUXE SPORT COUPE



YOU ARE BEGINNING TO SEE WHY CAR AND DRIVER NAMED 626 ONE OF ITS TEN BEST FOR 1984.

Its sculpture is as purposeful as its mechanics, for it was honed in a wind tunnel to the aerodynamic efficiency of a low-slung sports car. In fact, some do not even achieve its remarkable 0.34 Cd. The sloped hood, the rake of the

windshield, uncluttered lines, even the slight spoiler lip on the trunk all aid the cause.

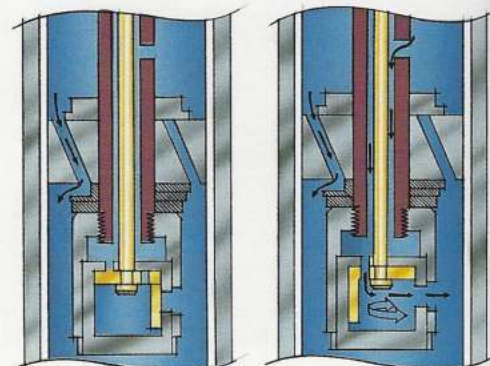
A unique suspension.

With EVSA (Electronic Variable Shock Absorber), valves in each shock absorber are controlled by two buttons on the dash. In NORMAL mode, all four shocks are set for smooth, comfortable transportation around town. In AUTOMATIC mode, the front shocks stiffen above 50 mph for greater

stability and sway control at cruising speeds. And in SPORT mode, all four corners firm up to provide maximum control

Sport mode.

Normal mode.





for high-performance driving.

Still, it is more than a unique suspension that makes 626 so superb in handling. Its 33.5-foot turning diameter, the precise rack-and-pinion steering, the unique front and rear suspension designs—all of these contribute to a unique synergistic harmony between driver and driving machine.

An extraordinary value.

No other car of its type at any price has a suspension you can

tune to the type of driving you do. But here you find it as standard equipment included in a sport coupe of remarkable

maneuverability and road poise—at a modest four-figure sticker price. And that, we submit, is most extraordinary.



626 DELUXE SPORT SEDAN



Mazda



WORLD-CLASS ROAD CARS
NO LONGER NEED BE
EXCLUSIVELY EUROPEAN
NOR EXPENSIVE.

Our lowest-priced 626 disproves that notion conclusively in your very first hands-on driving experience.

Within minutes one finds that comparison with expensive European road cars is totally apropos. Zero to 50 is a lively matter of just 8.0 seconds. Shifting is crisp and sure. And 626 goes where it's pointed with eager precision, tracking through turns with a glued-down feel. The more you drive, the more you will become aware of what an extraordinary machine is at your complete command.

A sedanesque ride.

Curiously, all this performance is enjoyed with no loss in its sedan riding comfort. The ingenuity of Mazda's engineering advances creates a serene ride for five adults, with outstanding accommodation for those in the rear seat.

Nevertheless, what makes this world-class road car truly extraordinary is that it carries a sticker price well below \$10,000!

626 DELUXE INTERIORS

WHEREIN A BEAUTIFUL
INTERRELATIONSHIP OF
MAN AND MACHINE
COMES ALIVE.

Lexicographers have a word for that relationship: ergonomics. And in the 626, the ergonomics of driving control enhances that vital harmony between driver and machine.

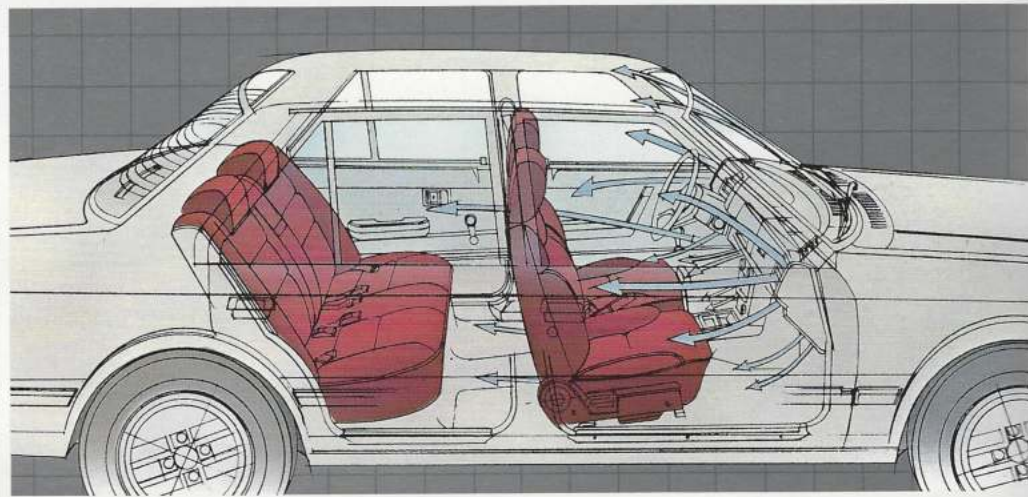
The driver's eye view.

The 626 is "... laid out to make car control as easy and natural as possible..." observed *Car and Driver*. "... the instrument panel and console are beautifully designed as an active, organic whole..." agreed *Motor Trend*.

The Sport Coupe instrumentation reveals why serious drivers feel so at home here. A new softgrip wheel adjusts in height and angle to your height and sightline. Control clusters for lights and wiper functions are a fingertip away. Tachometer, speedometer, gauges and warning light system are grouped just a quick glance from the road.

And the 5-speed shifter is exactly where you want it to be, making quick gear changes a marvel of crisp precision.

Automatic transmission available.



The driver's seat makes its own contributions to ergonomics, with six adjustments to your personal preference, including back and seat angles, lumbar support, and a movement of almost eight inches.

Engineered for liveability.

Consider the rear seatbacks: they are split, 60/40. Fold down the narrow side, and skis for the family can, in fact, ride inside with the family. Fold down both backs, and you can fit a full-size bike inside.



Consider, too, thoughtful touches like a driver's personal storage compartment in the dash. Map pockets in the doors. Chair-high seating comfort with generous kneeroom and legroom for rear-seat passengers, to a degree rarely found in cars this size.

Bountiful Deluxe touches.

The upholstery is a lustrous striped velour, and both front seats recline. The Coupe has control clusters, buttons on the dash for the EVSA system, and a coved "lounge" rear seat. The Sedan has control stalks, full-velour rear seats, and a bit more decorum.



Standard wheel, center cap, and trim ring for Deluxe models.

Both models include an extraordinary array of standard features. Remote releases at the driver's fingertips for both the trunk and the fuel door. Melody reminders when you've left the headlamps on or

the key in the ignition. Special heat ducts to the rear seat assure the comfort of passengers there. The headlamps are halogen, the trunk is carpeted, and the clock is digital.

And throughout, you will note evidence of extraordinary care in the fit and finish of the smallest details—a delightful surprise in cars of such humble price. It is yet another bonus born of Mazda's obsession to create a world class road car that is a cut-above in value as well as performance.

Small wonder, indeed, that *Car and Driver* saw fit to name 626 to its honored circle of Ten Best Cars for 1984.



626 LUXURY SPORT COUPE

HIGHER PERFORMANCE,
ENLIGHTENED AMENITIES
AND A RARE CAPABILITY
TO KINDLE EXCITEMENT.

Given the uncommon levels of performance and luxury inherent in the basic 626, tweaking them to still higher levels is an exacting exercise in improving, rather than embellishing, its driver-pleasing properties.

So, for still better roadgrip

and handling control, Luxury models stand on wide 185/70SR14 steel-belted radials on wider standard wheels, or the optional aluminum alloy wheels shown. A sophisticated variable-rate power steering with assistance modulated to engine rpms becomes standard. So does cruise control.



And more warning system monitors. All contribute to the joys of piloting a responsive road car through its paces. And this



626 has the EVSA (Electronic Variable Shock Absorber) system described heretofore.

Special Luxury options, too.

The Coupe ushers in availability in all Luxury models of the popular power-operated steel sunroof shown here—an option which only heightens the sporty nature of 626 in serious driving. Sport Coupe and Touring Sedan also offer digital instrumentation shown on page 18, and a high-perform-

ance 15-inch alloy wheel/low profile tire combination.



High-luxury experience.

This is, in fact, an automobile dedicated to the belief that the ultimate luxury of any car is in

the driving. 626 was not ever intended to be an all-out sports car a la RX-7—just an all-out road car, big enough to take care of business in the practical day-to-day world—yet also taut and tenacious enough for superb performance whenever the occasion arises.

Furthermore, with all its sophisticated performance capabilities and luxury trappings, its relatively modest price makes it perhaps the best buy among cars of its caliber.



626 LUXURY SPORT SEDAN



THIS FAMILY SEDAN IS DEDICATED TO THOSE FOR WHOM DRIVING IS NOT A PASSIVE PASTIME.

It stands serene in its environment, twilight shadows defining its taut lines and fluid sculpture. The clean wedgy look hints of its slippery 0.36 drag coefficient—uncommonly low for sedan configurations. But then, this is one luxury

sedan that is uncommonly competent in raising your expectations of what such a sedan can and should be.

Note the conspicuous absence of typical styling hallmarks of the luxury genre—wide roof rear supports and little “limo” rear windows here are rejected in favor of unobstructed driving visibility which spans an incredible 323.°

Standard Luxury wheel cover.

And the engineering beneath is no less purposeful.

A serious driving machine.

What you have here is a higher form of luxury sedan. One whose rewards for the driver

come from its exquisite feeling of command and its ability to track an esse-curve or a twisty back road with the aplomb of a high-performance





road car. Where other luxury sedans might wallow and lumber, the 626 knifes through its course on engineering advantages they do not have.

A luxurious driving machine.

What makes this sedan all the more remarkable is that its marvelous road capabilities are experienced in an ambiance that rivals those of far more expensive luxury automobiles. In its spacious accommodations, in its high-tech sound

system, and in its incredibly adjustable driver's seat, one finds rewarding evidence of a sedan designed to make driver and passengers uncompromisingly comfortable and secure.

And, a 626 Luxury Diesel Sedan is also available with a 2-litre engine and a 5-speed

overdrive transmission—you'll find its outstanding fuel economy statistics listed on page 21.



626 LUXURY TOURING SEDAN

THE VIRTUES OF A
WAGON, COUPE AND
LUXURY SEDAN—
A UNIQUE AUTOMOBILE
OF VIRTUOSO TALENTS.

Within the sleek profile of a coupe with 0.35 Cd aerodynamic efficiency is an automobile of exceptional versatility.

Its four doors provide full sedan accessibility to the interior. And its rear compartment

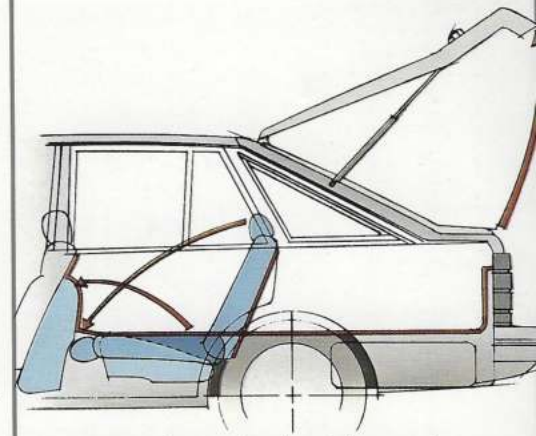
provides the cargo capabilities of a station wagon.

The rear hatch swings up to accept bulky cargo with ease, the seat cushions fold forward and the seatbacks fold down to create a flat-floored cargo area that is over five feet long.

It may be, in fact, the most accommodating automobile you have ever experienced.

Unstation wagon performance.

All this, of course, is a plus for an automobile which is extra-



ordinarily gifted with performance capabilities far beyond those of a typical wagon. It accelerates with eagerness,



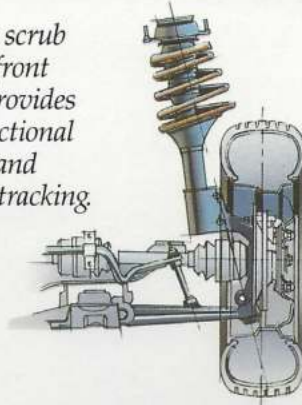
cuts through the air and crosswinds with calm efficiency, and maneuvers with a sports car's responsiveness on the unique EVSA suspension and wide steel-belted radials.

All in all, its suitability for world-class road car performance stands in sharp contrast to conventional station wagons.

Serious luxury as well.

As the crowning achievement of the 626 line, the Touring Sedan is equipped with a long

Negative scrub offset in front wheels provides high directional stability and superior tracking.



list of impressive standard features: "power everything" — brakes, steering, windows, door locks, antenna and sideview

mirror adjustments. It provides a high-tech 100-watt stereo sound system, and an amazingly versatile driver's seat, among other things detailed on the following pages.

Finally, it should be noted that the Touring Sedan is also equipped with a wiper/washer system for its steeply canted rear window, and its instrument panel is equipped with the same control clusters and EVSA system control buttons found in the Luxury Coupe.



THE EXTRAORDINARY ACCOUTERMENTS INCLUDE A UNIQUE DRIVER'S SEAT WHICH ADJUSTS 10 WAYS.

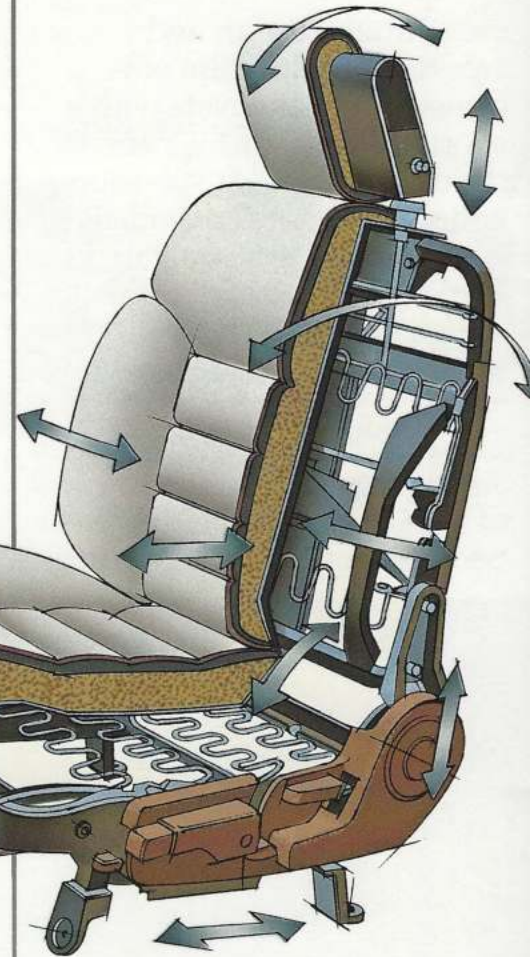
Witness how it obliges you: The headrest moves forward and back, as well as up and down; the wraparound upper side bolsters are dialed in to hug you with lateral support, or dialed out to free your movements; lumbar support can be increased or decreased; the seat cushion height is adjustable as well as its angle, and the reclining seatback "remembers" your favorite position.

Note the little button between the center air vents in the picture below. It activates an oscillating vane behind the vents to "spray" the airflow throughout the passenger compartment—another example of the exotic accommodations to be found in 626 Luxury models.

A high-tech sound system.

No less exotic is the sound system you find standard in Luxury models: A sophisticated componentry unit with quality and power of uncommon levels. Electronic tuning AM/FM stereo radio, Dolby cassette deck, dual power amplifiers totaling 100 watts of output, dual front speakers, and dual coaxial rear speakers. The 9-band equalizer shown is an optional enrichment for music aficionados.

Other accouterments include variable-assist power steering, power-assisted brakes, power door locks and rear-door map pockets in four-door models, power windows, power antenna, cruise control, full console, digital quartz clock, 10-function electronic check panel, storage pockets on front seatbacks, and many more—



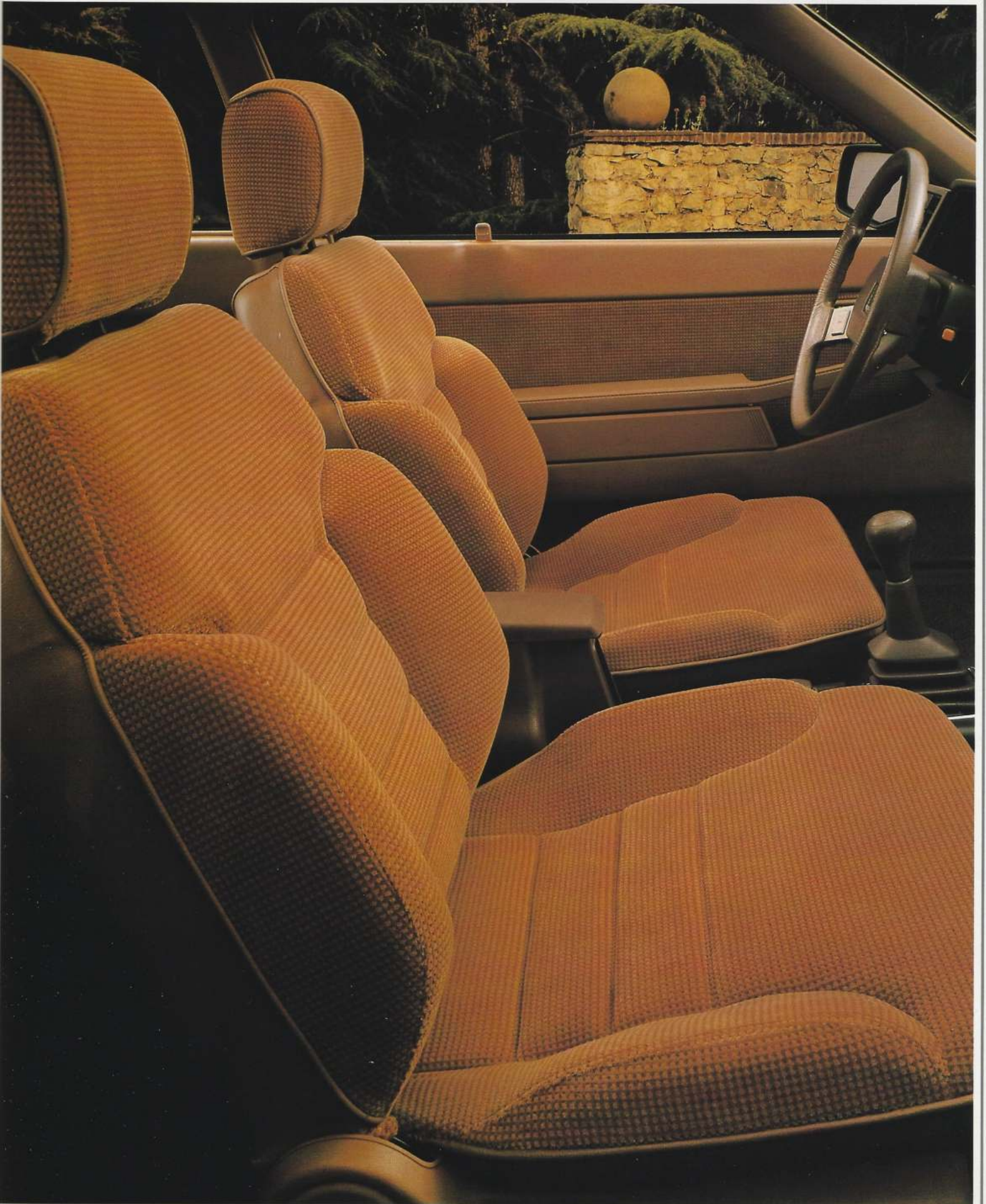
even to a thoughtful night-light system. Lift the locked driver's door handle, and a miniature light goes on inside the keyhole for easy targeting. Once inside, you find the ignition keyhole is illuminated, too.

All this is, of course, in addition to split rear seatbacks, adjustable steering wheel, and remote releases for the deck lid and fuel door.



Special Luxury options offered are the digital instrumentation shown above and a power-operated steel sunroof, as well as the automatic transmission.

mazda



ACCESSORIES



1.

ADD THE PERFECT FINISHING TOUCH TO YOUR 626 WITH THESE GENUINE MAZDA ACCESSORIES.

1. Rear Mud Guards. A practical, attractive way to protect your 626's finish from rocks, mud, and road tar. These tough, hard-rubber guards will maintain their good looks with a minimum of care.

2. Armrest. Improves driving comfort and interior appearance. This handy armrest lifts to reveal a hidden storage area.



2.

Available in a range of colors to match 626 interiors.

3. Plush-Pile Floor Mats. Helps keep your floor clean and dry. Made of the same cut-pile carpeting that is used in 1985 Mazda interiors, the mats come with a special non-skid backing to prevent slippage.

4. Cruise Control. Allows you to maintain pre-set speeds without keeping your foot on the accelerator. Features both "coast" and "resume" modes. Aids relaxation and fuel economy.

5. Air Conditioning. Provides all-season comfort. Specifically designed for the 626, the unit includes bi-level vents, variable



3.

temperature control, multi-speed fan, plus fresh and recirculating modes.

6. Front Air Dam. Give your 626 a sportier, more aggressive look with this rugged polyurethane Front Air Dam. Designed to resist impacts and deformation, the Air Dam comes primed and ready for your dealer to paint.

7. Rear Wing. Add a distinctive touch to the rear deck of your 626 with this fully functional Rear Wing. The Rear Wing is constructed of rugged, lightweight aluminum and comes primed and ready for your dealer to paint.



4.



5.



6.



7.

SPECIFICATIONS AND FEATURES

WHAT MAKES 626 SO OUTSTANDING:
HERE ARE THE ENGINEERING FACTS
AND ALL THE STANDARD EQUIPMENT.

	DC	DS	LC	LS	LTS
Electronic Variable Shock Absorbers (EVSA)	S	—	S	—	S
5J-14 wheels, 165SR14 steel-belted radial tires	S	S	—	—	—
5-1/2JJ-14 wheels, 185/70SR14 steel-belted radials	O	O	S	S	S
5-1/2JJ-14 aluminum alloy wheels	O	O	O	O	O
6JJ-15 wheels, 195/60SR15 steel-belted tires	—	—	O	—	O
Bright center caps & wheel trim rings	S	S	—	—	—
Full wheel covers	O	O	S	S	S
Quad rectangular halogen headlamps	S	S	S	S	S
Tinted glass, electric rear window defroster	S	S	S	S	S
Intermittent-action wiper feature	S	S	S	S	S
Rear window wiper/washer	—	—	—	—	S
Dual manual remote control sideview mirrors	S	S	—	—	—
Dual electric sideview mirrors	—	—	S	S	S
Cargo area lamp & carpeting	S	S	S	S	S
Remote fuel door & cargo area releases	S	S	S	S	S
Wide body side mouldings	S	S	S	S	S
6-way adjustable driver's seat	S	S	—	—	—
10-way adjustable driver's seat	—	—	S	S	S
Striped velour upholstery, vinyl door inserts	S	S	—	—	—
Patterned velour upholstery and door inserts	—	—	S	S	S
Split fold-down rear seatbacks with headrests	S	S	S	S	S
Cut-pile carpeting	S	S	S	S	S
Center floor console	S	S	—	—	—
Full center console	—	—	S	S	S
ETR AM/FM/Cassette deck, power antenna	—	—	S	S	S
10-function electronic check panel	—	—	S	S*	S
Control clusters	S	—	S	—	S
Tachometer, trip odometer	S	S	S	S	S
Tilt steering wheel	S	S	S	S	S
Variable-assist power steering	O	O	S	S	S
Cruise control	O	O	S	S	S
Power assisted brakes	S	S	S	S	S
Power window controls	—	—	S	S	S
Power door locks	—	—	—	S	S
Rear door inner handle deactivators	—	S	—	—	—
Warning reminder melodies	S	S	S	S	S
Lockable, lighted glove compartment	S	S	S	S	S
Driver's side storage compartment	S	S	S	S	S
Front door pockets	S	S	S	S	S
Moulded rear door pockets	—	—	—	S	S
Driver's seatback storage pocket	S	S	S	S	S
Passenger's seatback storage pocket	—	—	S	S	S
Dual sunvisors, passenger's side vanity mirror	S	S	S	S	S
Passenger's seat forward release, pre-set return	S	—	S	—	—
Dual overhead map lights	—	—	S	S	S
Day/night rearview mirror	S	S	S	S	S
Digital electric clock	S	S	S	S	S
Illuminated lighter and ashtray	S	S	S	S	S
Illuminated driver's door and ignition keyholes	—	—	S	S	S
Automatic transmission	O	O	O	O†	O
Air conditioning	O	O	O	O	O
Electric sunroof	—	—	O	O†	O
Digital instrument panel	—	—	O	—	O

Codes: S: Standard O: Optional —: Not Available
Models: DC, DS: Deluxe Sport Coupe, Sport Sedan
LC, LS, LTS: Luxury Sport Coupe, Sport & Diesel Sedans, Touring Sedan

*14-function on Diesel Sedan †Not available on Diesel Sedan

Engine	Type	FE series piston 4-cylinder inline, single overhead cam, gasoline-powered*
Displacement		1998 cc (121.9 cu. in.)
Bore, stroke		3.39 x 3.39 in.
Compression ratio		8.6:1
Horsepower, SAE net		84 @ 4800 rpm
Torque, SAE net		112 lb.-ft. @ 2500 rpm
Fuel system		Closed loop, 2-stage, 2-barrel down-draft feedback-type carburetor; 8 engine-function sensor monitoring system; microchip computer; constant fuel-air mixture adjustment.
Ignition system		Transistorized
Emission system		Mazda Stabilized Combustion System; EGR; air injection; 2-bed catalyst.
Fuel capacity, gal.		15.8
Oil capacity, qt.		4.8
Coolant capacity, qt.		7.2
Battery		Maintenance-free, 12 volt, 50 amp. hr.

*Diesel engine also available. For information, consult your dealer.

Drivetrain	Clutch	5 speed/ auto	Single dry plate/torque converter
Transmission ratios			5-speed Auto
1st		3.307	2.841
2nd		1.833	1.541
3rd		1.233	1.000
4th		0.970	—
5th		0.795	—
Reverse		3.133	2.400
Final drive		3.850	3.450

Body/Chassis	Body	Monocoque with semi-perimeter sub-frame
Front suspension		Independent, strut-type; coil springs; stabilizer bar (.71 in. sedans, .79 in. others); double action shock absorbers; EVSA valves (Coupes, Touring Sedan).
Rear suspension		Independent, strut-type; coil springs; single trailing arms, Twin Trapezoidal Links, stabilizer bar (.55 in. sedans, .63 in. others) double action shock absorbers; EVSA valves (Coupes, Touring Sedan).
Steering		Rack-and-pinion type; manual/power steering gear ratio, 22.0:1/17.3:1; turns, lock-to-lock, 3.8/3.0; turning diameter, 33.5 ft.
Brakes, type		Power-assisted, dual diagonal hydraulic circuits; front, 9.8 in. ventilated discs, semi-metallic pads 181 sq. in. swept area; rear, 9.1 in. self-adjusting drum, 49 sq. in. swept area; 9 in. vacuum servo with proportioning bypass valves. Mechanical parking brake on rear wheels.

Dimensions	Length	177.8"	Shoulder room:
Width		66.5"	Front 54.9"
Height (sedans)		53.7" (55.5")	Rear (coupes) 54.7" (52.5")
Wheelbase		98.8"	Luggage capacity, cu. ft.:
Track, front/rear		56.3"/56.1"	Coupe 13.3
Ground clearance		6.5"	Sedan 13.7
Legroom:			Touring Sedan 21.0
Front (sedans)		41.9" (41.4");	Curb weight:
Rear (sedans)		33.3" (36.4")	(with auto trans)
Headroom:			Deluxe Coupe 2335 (2355) lbs
(with sunroof)			Deluxe Sedan 2360 (2385) lbs
Front: Coupe		37.6" (36.3")	Luxury Coupe 2390 (2410) lbs
Sedan		38.4" (37.1")	Luxury Sedan 2415 (2435) lbs
Touring Sedan		37.6" (36.3")	Touring Sedan 2430 (2450) lbs
Rear: Coupe		36.8" (35.2")	With sunroof, add 40 lbs
Sedan		37.8" (36.2")	With air cond., add 50 lbs
Touring Sedan		35.9" (34.8")	

Exterior colors:
Dover White • Rhine Blue • Sunbeam Silver Metallic • Tornado Silver Metallic
• Burgundy Ice Metallic • Selby Brown Metallic • Misty Blue Metallic.

32 EST. HWY MPG 26 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.

With automatic transmission: 28 est. hwy mpg, 24 est. city mpg. With diesel engine and 5-speed overdrive transmission: 42 est. hwy mpg, 36 est. city mpg.

Availability of specific options varies by geographic location, and may be available only in combinations with other options. Also, specific combinations of colors, interiors, equipment, features or options may vary from time to time and by geographic area. Mazda reserves the right to make changes without notice at any time in prices, models, specifications, equipment, features, colors or options. Some equipment in this brochure is optional at extra cost.

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