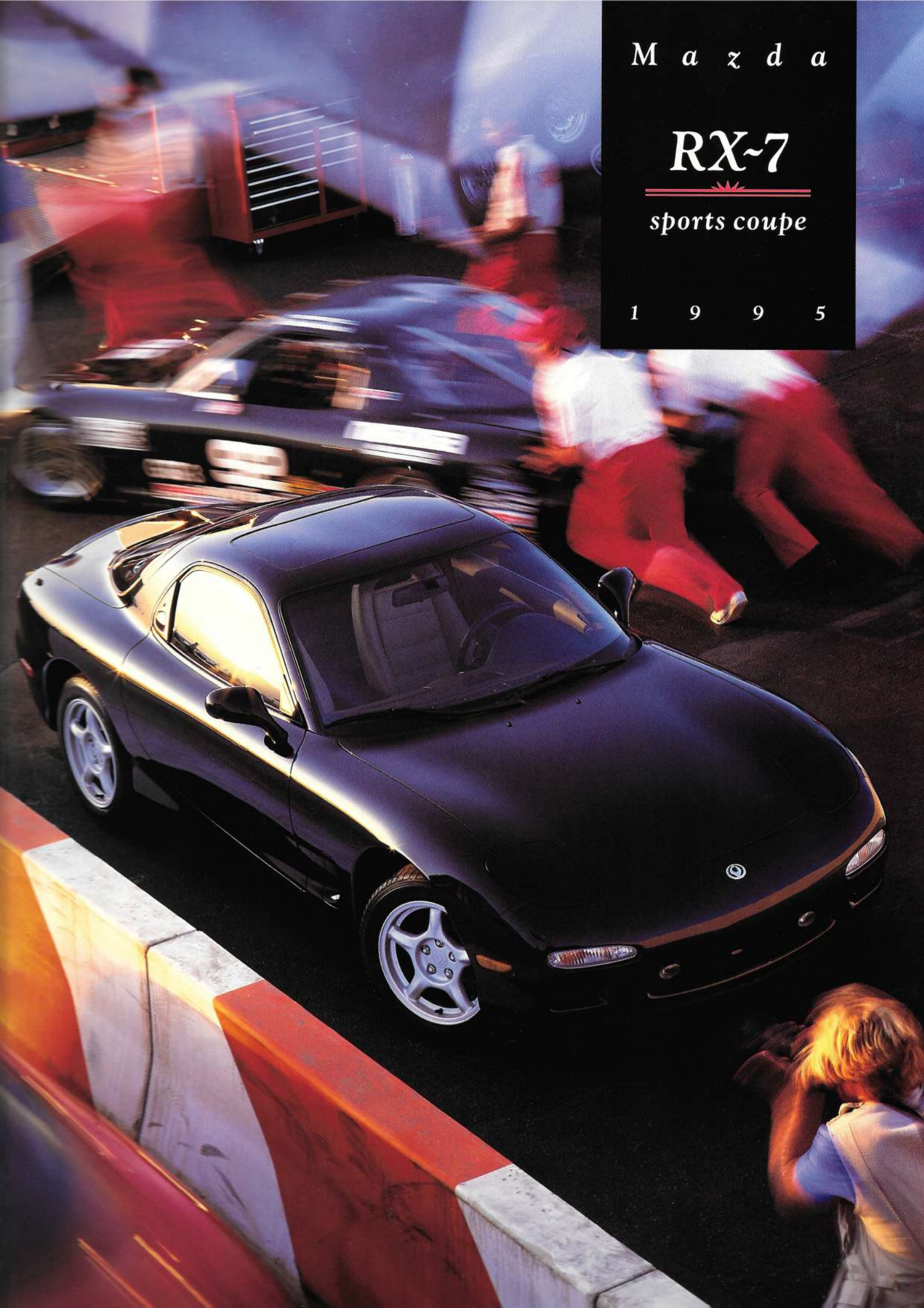


M a z d a

RX-7

sports coupe

1 9 9 5







***RX-7*** with R-2 Package





**T**here's nothing else like it. Fast. Lightweight yet strong. Supremely responsive. The Mazda RX-7 exists for one reason only: to offer the genuine enthusiast the pure driving thrill that would otherwise be found only in a race car.

The RX-7 marks the return of the pure sports car, a car with no design tradeoffs that would compromise its mission. Its race-car heritage is found in its every facet, from the unique rotary engine to extensive weight-saving measures. It's a definitive expression of Kansei Engineering, our deeply rooted philosophy that emphasizes a total harmony between driver and automobile. It's a philosophy that harnesses all the power of the latest supercomputers, yet relies as well on the insights of people, on their feelings and emotions. And on engineers who can design from the heart as well as the head.

One measure of how eloquently this car speaks to true enthusiasts can be found in such honors as being named *Motor Trend's* 1993 Import Car of the Year. But a more important measure will be the test you'll give it on the road. Or the race track.





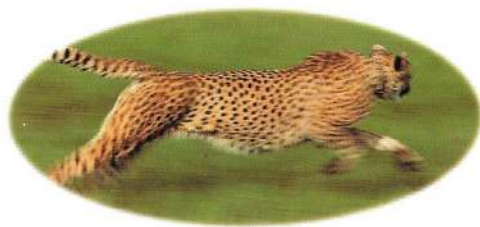


***RX-7** with Popular Equipment Package*









To give the Mazda RX-7 the feel of a race car, we designed it like one.

We started out with a racing legend, the unique Mazda rotary engine, much lighter and more compact than piston engines of comparable power. The rotary makes the rest of the car possible, and the RX-7 is the only new rotary-powered car you can buy.

And because weight is the enemy of performance, we subjected every part, every design of the RX-7 to intense and thorough weight-reduction scrutiny—but never at the expense of structural strength. In pursuit of every last extra gram, we even drilled out the aluminum brake and clutch pedals and shortened the spark plug lead wires.

Thanks to this weight-conscious engineering, the RX-7 comes in at just 11.1 pounds for every horsepower, helping to put it in the front rank among the world's fastest production sports cars. Even more important, it delivers the overall performance and feel previously reserved for hand-built exotics. Or for a race car.

### Y All the roads of the world.

On our unique Global Road Circuit, we exhaustively test cars—and drivers. Kansei



Engineering led us to exactly duplicate 20 road

surfaces from around the world—everything from actual 300-year-old Belgian cobblestones and manhole covers to superhighways and mountain roads. So that wherever you



drive, your RX-7 will have been there before. By monitoring the cars

electronically everywhere on the track, we acquire extensive information about suspension and structural design. At the same time, we also moni-

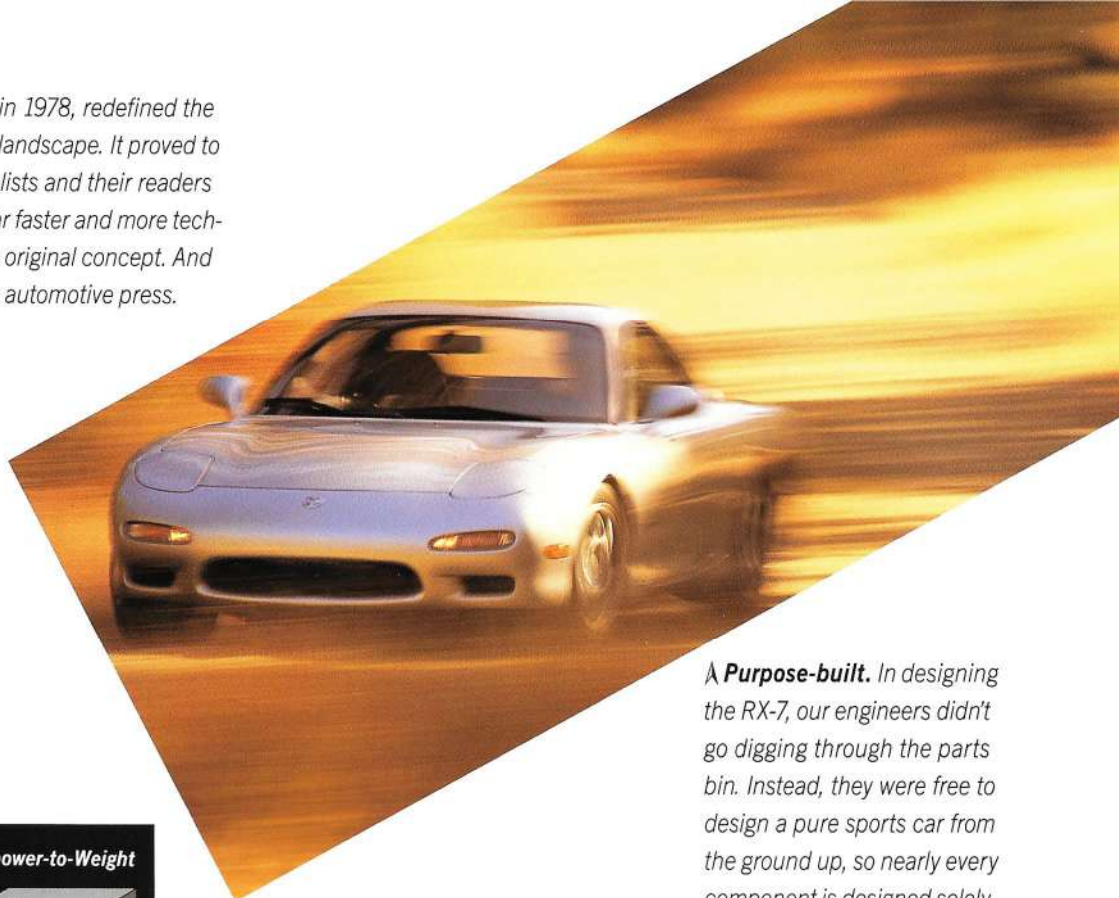
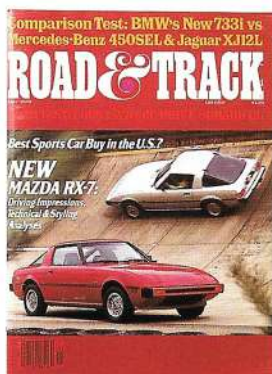
tor the drivers and record their subjective impressions. Because only by listening closely to people can we gain the valuable insights we need to make our cars feel just right.

> **First hand experience.** To design a pure sports car, you don't start with sedan parts or a sedan platform and tweak them to make them "sportier." You go back to the basics. That's why we sent every member of our development team to the track, to take special courses in high-performance driving. There, they drove open-wheel racers and even high-powered racing karts, the essence of pure racing machinery. Only by driving on the track could they rediscover the purity of racing and fully understand what a race car feels like. And only then would they know the qualities that separate a merely competent sports car from a truly great one.

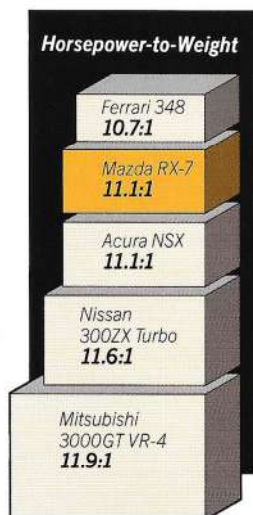




**Y A popular idea.** The first RX-7, introduced in 1978, redefined the sports car and brightened a dull automotive landscape. It proved to be extremely popular with automotive journalists and their readers alike. Today's third-generation RX-7, while a far faster and more technologically advanced car, remains true to the original concept. And it too draws consistently high praise from the automotive press.



**> A superior horsepower-to-weight ratio.** The fewer pounds per horsepower, the greater a car's performance potential. The RX-7's horsepower-to-weight ratio puts it into the front rank among the world's fastest production sports cars. Zero to sixty: 4.9 seconds. Top speed: 156 mph. (Chart is based on curb weight and SAE net horsepower.)



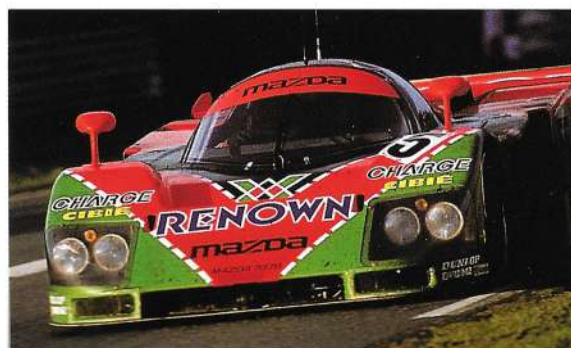
**Y A close relationship with the checkered flag.** The rotary engine has one of the most successful and distinguished histories in racing. In their very first competitive outing, the 24-hour race at Daytona in 1979, rotary-powered RX-7s finished one-two in the IMSA GTU class. Overall, there have been over 100 IMSA wins, including 10 GTU season titles and a GTO title, plus SCCA championships, rally championships, and Pikes Peak Hill Climb championships for rotary-powered RX-7s. Successful in other

**^ Purpose-built.** In designing the RX-7, our engineers didn't go digging through the parts bin. Instead, they were free to design a pure sports car from the ground up, so nearly every component is designed solely and specifically for the RX-7.

chassis too, Mazda rotary engines have captured IMSA Camel Lights season championships and even powered winning race trucks. And in 1991, a Mazda 787B prototype, powered by a 4-rotor engine, became the only Japanese car ever to win the prestigious and grueling 24 Hours of Le Mans.

Rotary engines have won in 2-rotor, 3-rotor, and 4-rotor configurations. They've won races for Mazda factory-sponsored teams and private entrants. They've won drivers' championships and manufacturers' championships. So we know exactly what it takes to design a win-

ning race car. And what it takes to build the only car that brings that kind of performance and feeling to a car you can drive on the street.







*RX-7 with Popular Equipment Package*





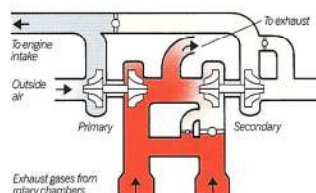




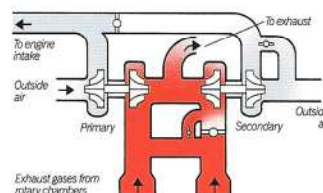
### ▲ Ideal for turbocharging.

The Mazda sequential twin turbocharging arrangement is even more effective because the rotary has a natural supercharging effect in normal operation. An intercooler further increases power by cooling the intake air so that the turbochargers can force more of it into the rotor chambers. To ensure reliability, the whole design has undergone torturous testing, including simulated continuous acceleration runs 24 hours a day for three months.

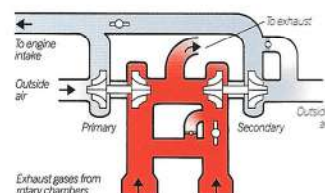
**Sequential Twin Turbocharging.** The sequential operation of the RX-7's twin turbocharging system offers the best of both turbo worlds, lag-free at low rpm, yet with the high boost of a large capacity unit. The design is more sophisticated than traditional twin turbos to ensure a smoother transition from single to dual operation modes.



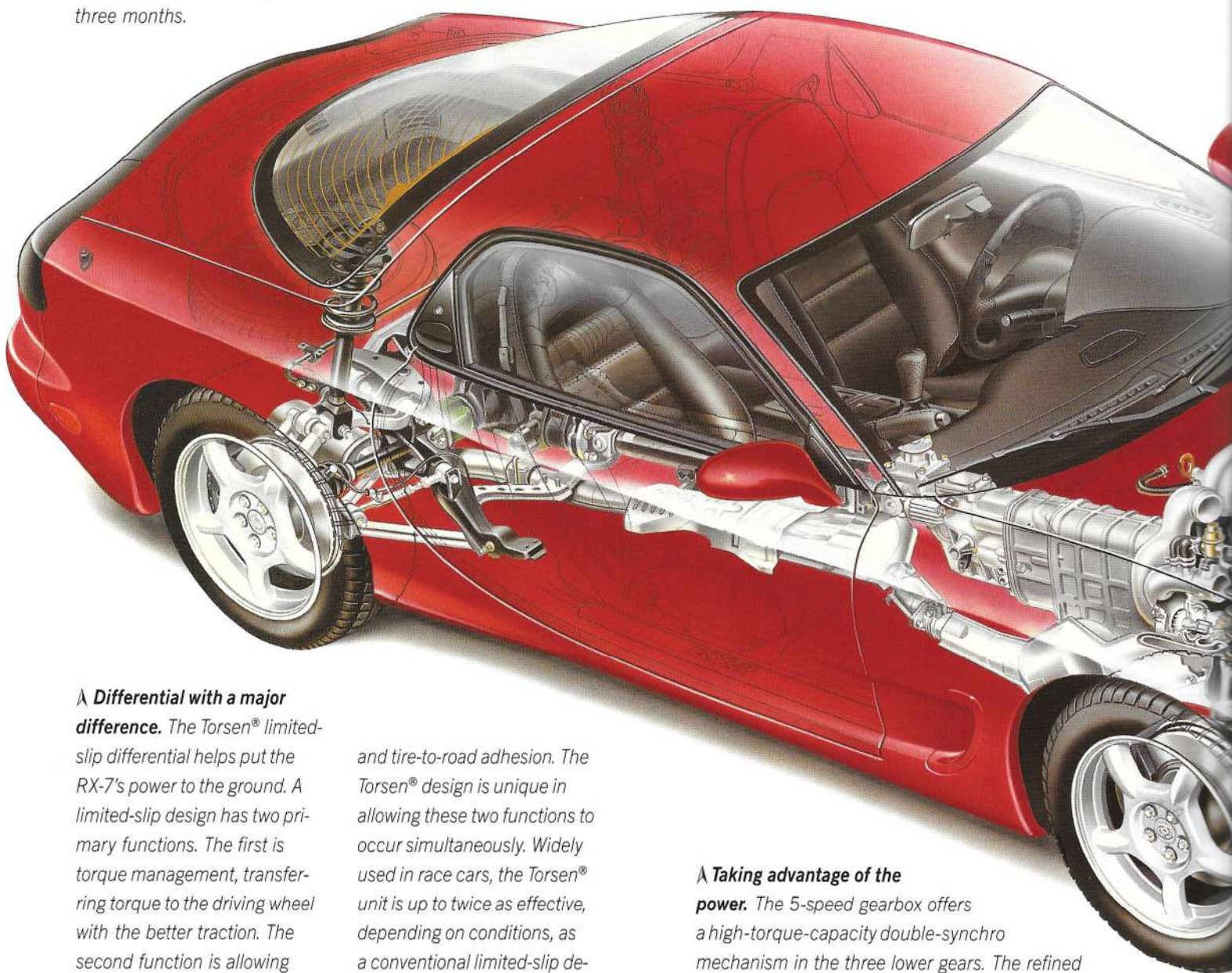
▲ At low rpm, the full force of the exhaust gas is directed to only the primary turbocharger, giving the RX-7 nearly instant throttle response.



▲ As rpm increases, a "pre-spin" valve opens to start the secondary turbocharger spinning. It does not yet supply any boost, but when it does come on line, it will already be up to speed.



▲ At high rpm, the secondary turbo becomes fully operational. Transition to full operation is seamless, with no flat spot in the power curve.



### ▲ Differential with a major difference.

The Torsen® limited-slip differential helps put the RX-7's power to the ground. A limited-slip design has two primary functions. The first is torque management, transferring torque to the driving wheel with the better traction. The second function is allowing each driving wheel to respond individually to rpm differences dictated by vehicle direction

and tire-to-road adhesion. The Torsen® design is unique in allowing these two functions to occur simultaneously. Widely used in race cars, the Torsen® unit is up to twice as effective, depending on conditions, as a conventional limited-slip design. And it improves control by transferring torque in a much more linear fashion.

### ▲ Taking advantage of the power.

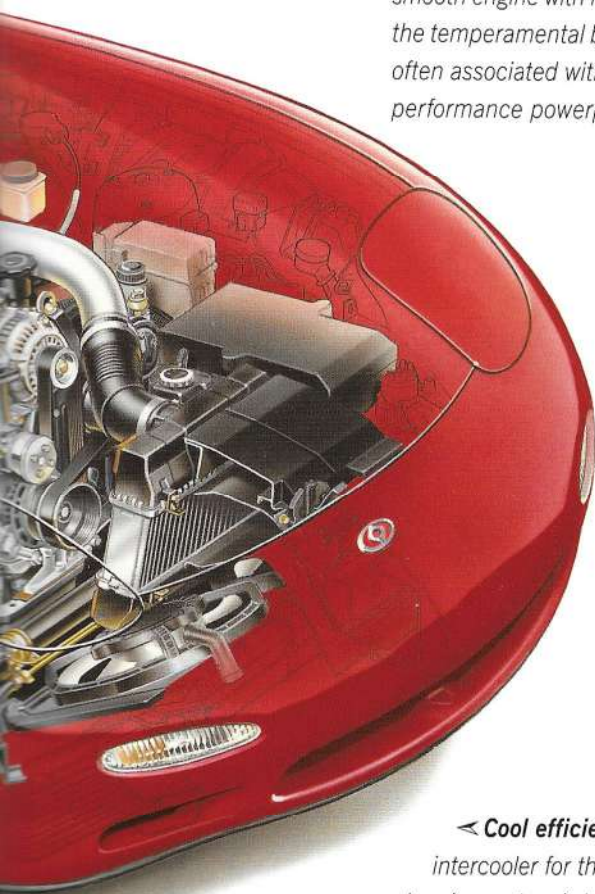
The 5-speed gearbox offers a high-torque-capacity double-synchro mechanism in the three lower gears. The refined linkage provides short throws with a very positive feel, for quick, precise, and smooth shifts. An advanced 4-speed automatic transmission is also available.





**Y Basic simplicity.** The basic design of the rotary has only three moving parts: two rotors and a crankshaft. There are no valves, no cams, no lifters. A reciprocating engine expends much of its power potential in converting the linear motion of its pistons to the rotational motion of the crankshaft and in overcoming the friction of many moving parts. But the rotary engine generates rotational motion from the start. It revs freely and produces an extraordinarily smooth flow of power.

**A Advanced engine management.** A pair of powerful 8-bit digital microprocessors govern every aspect of the engine's operation. The Bosch D-Jetronic fuel injection gives especially precise and quick fuel management, and fuzzy logic, an advanced computer artificial intelligence technology, automatically adjusts the idle speed to the load conditions. To help the engine breathe, there's an especially efficient induction system. At the other end, a large-capacity exhaust system incorporates a low-flow-resistance catalytic converter to reduce back pressure. The result: an extremely smooth engine with none of the temperamental behavior often associated with high-performance powerplants.



**< Cool efficiency.** The intercooler for the turbocharging system is located in the nose, to get the full benefit of a direct air stream. An oil cooler (two in the R-2) has its own intake duct.



**W**ere you to guess the Mazda RX-7 rotary engine's physical dimensions and mechanical complexity solely from its smooth, free-revving power delivery, you'd probably visualize something quite large and heavy, maybe something with 12 cylinders and multiple banks of camshafts.

This unique engine, however, defies all normal expectations. Compact and light, the basic design has only three moving parts. Yet in the RX-7 the rotary delivers a prodigious amount of power for its size and weight: 255 horsepower at 6500 rpm, and 217 lb-ft of torque at 5000 rpm.

With ports instead of valves, the rotary is also an ideal candidate for turbocharging. And Mazda engineers took full advantage of the engine's characteristics, designing a sequential twin turbocharging system that works over the whole rpm range.

There's also digital electronic engine control and a specially developed 5-speed overdrive transmission. Now just add the Torsen® limited-slip differential, a type widely used in race cars, and it's easy to see what makes the RX-7 so unique.

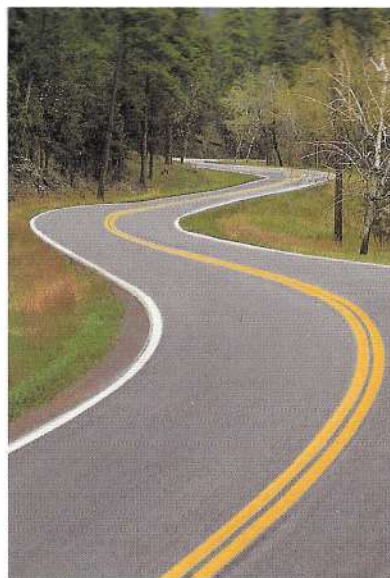




**P**ower all alone, no matter how dramatic, cannot by itself define a pure sports car. Equally important is how effectively you can use that power.

And while factors such as body rigidity and aerodynamics come into play, the car's essential road personality is determined by its suspension. Here, the RX-7 stands apart, setting new standards for vehicle dynamics by providing unprecedented levels of agility, response, and balance. Plus a high degree of communication between driver and road.

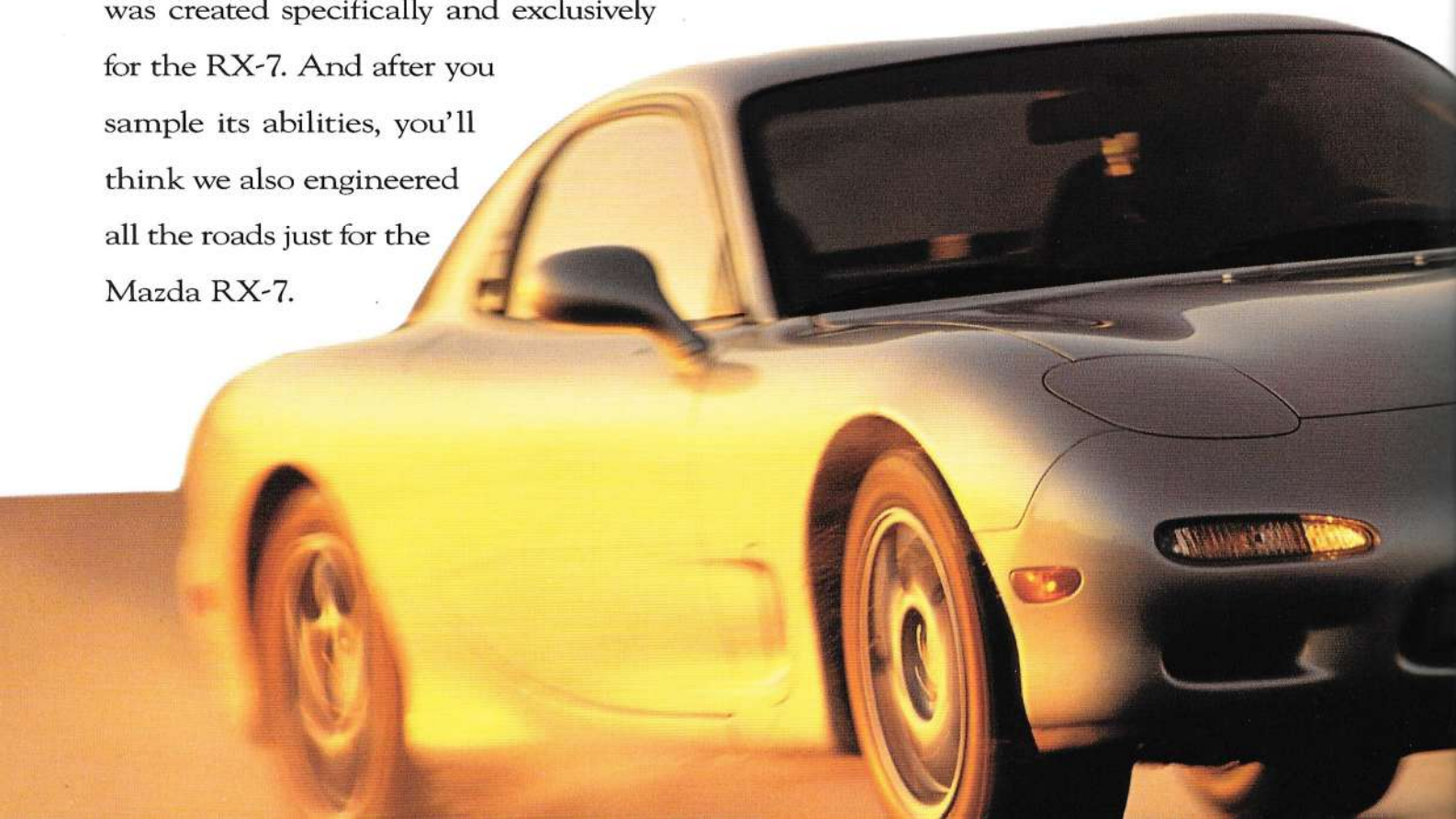
A visual work of art, the suspension was created specifically and exclusively for the RX-7. And after you sample its abilities, you'll think we also engineered all the roads just for the Mazda RX-7.



**Double-wishbone suspension.** The basic suspension is fully independent, a double-wishbone type at all four wheels, plus concentric coil springs and gas-filled shock absorbers. The RX-7 further enhances the basic concept by adding toe control, both front and rear, to improve agility and feel in cornering. Both the front and the rear suspensions are mounted on subframes that are rigidly bolted to the body structure.

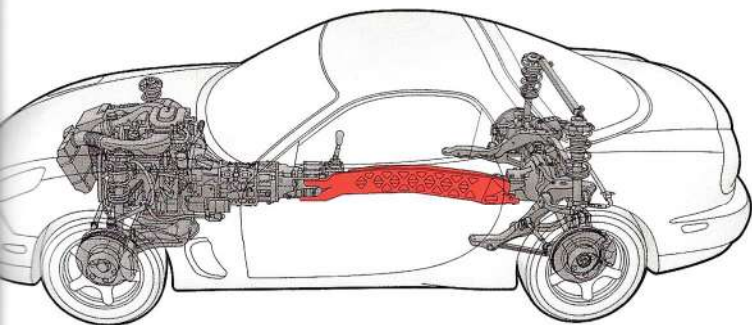


The rear double wishbone utilizes an upper A-arm and lower multiple links that neutralize toe-out forces in cornering to give the RX-7 maximum agility. The rear shock absorbers are double-action units, and a weight-saving hollow stabilizer bar helps neutralize body roll. In the front, the double wishbone consists of unequal-length upper and lower A-arms. Most of the major components are squeeze-cast or forged from aluminum alloys that perform better than steel in these applications, in addition to saving weight. Such an extensive use of these alloys was made possible by the newly developed squeeze-casting process, which produces parts much stronger than would be possible employing conventional die-casting methods.

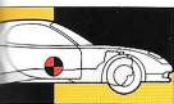




✓ **Power Plant Frame.** Engine, transmission, driveshaft, and differential are all coupled together by a highly rigid Power Plant Frame, a Mazda design that isolates drivetrain vibrations and eliminates torque twisting of the structure from drivetrain forces. The tangible benefit is precise and instant throttle response.



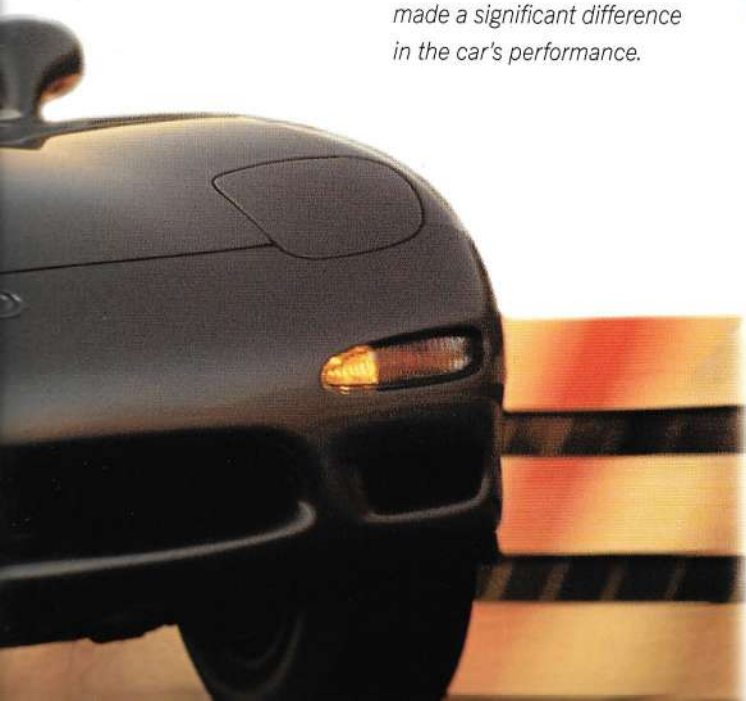
✓ **Ideal weight distribution.** Weight distribution with driver and passenger is 50% front/ 50% rear, contributing to exceptional handling balance. Part of the credit goes to placement of the rotary engine behind the front axle, a front mid-engine design made possible only by the compact size of the rotary.



➤ **Aerodynamics.** Extensive wind tunnel tests helped us give the RX-7 one of the lowest drag coefficients (Cd) in its class—0.29. Lower drag improves both performance and fuel efficiency, because less power is used to overcome air resistance. The effective aerodynamics also reduce wind noise. Attention to detail



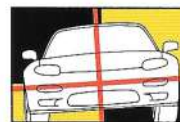
can be seen in such aerodynamic designs as the "double-bubble" roof contour. Although visually subtle, we found in the wind tunnel that it made a significant difference in the car's performance.



✓ **Wheels and tires.** The P225/50R16 tires were developed specifically to meet the high-performance demands of the Mazda RX-7. The tires combine exceptional straight-line

traction and cornering abilities. They're mounted on 16-inch wheels, eight inches wide and squeeze-cast of aluminum alloy. The design of the wheels not only saves unsprung weight, it also provides maximum cooling for the brakes. As with the tires, these wheels were developed especially for this car.

✓ **Less roll.** Low center of gravity, plus front and rear stabilizer bars, keeps body roll to a minimum. This improves both cornering performance and feel. Mazda engineers took full advantage of their opportunity to create a dedicated sports car suspension.



✓ **The R-2 Package.** Specially tuned for only the most dedicated of enthusiasts, the RX-7 with the R-2 Package goes even further toward giving a taste of purebred racing machinery. On the track the R-2 will reward the skilled driving enthusiast with an extraordinary degree of responsiveness at the limit.



Aero enhancements include a large front air dam and "floating" rear wing, designed to increase downforce on the car and even further improve stability at high speeds. Underneath, the shock absorbers are tuned

more firmly, and there's a shock-tower brace across the engine bay, additionally stiffening the structure. You'll feel the difference both in transients, such as S-curves, and in absolute cornering ability. The package also adds a second engine oil cooler and dedicated air ducts to help cool the front brakes. And to help you take full advantage of the added potential, the RX-7 R-2 is fitted with the ultra-high-performance Pirelli P-Zero tires, Z-speed rated.







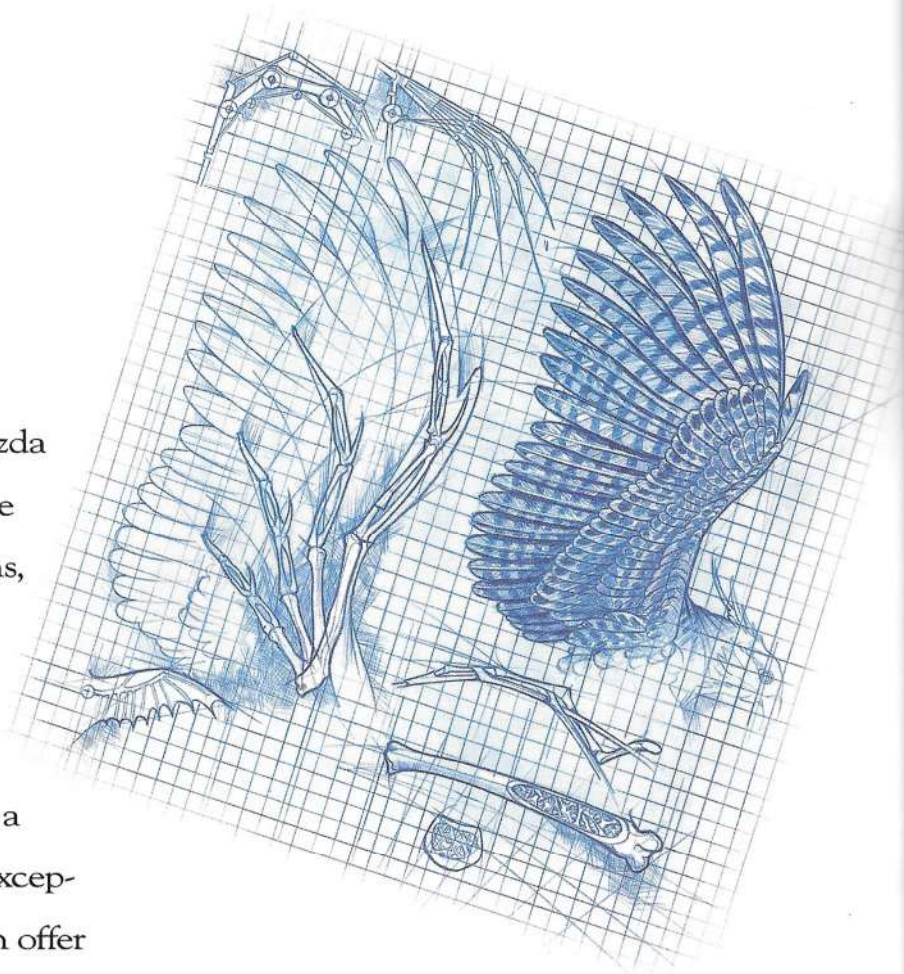
**W**hile the structure of the Mazda RX-7 is largely the result of the most advanced supercomputer designs, for inspiration we looked to nature. Spider webs and honeycombs. Or a bird's bone structure.

Because these offer what we think a sports car should: light weight with exceptional strength. Only a lighter car can offer the pure sports car ideal: the responsiveness and control of a race car. Weight is weight, no matter how well-balanced.



And only a strong structure can provide a stable platform for the suspension, withstand the constant jolts and indignities of road surfaces, and protect the occupants.

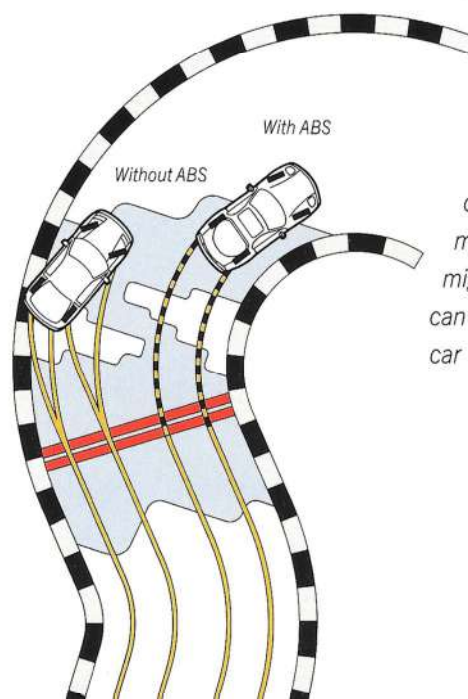
And while an intense weight reduction program was a high priority in the development of the RX-7, weight was never shaved at the expense of structural integrity or strength. So, like a race car, the RX-7 is as strong and stable as it is fast. And it also proves that a car can be exciting to drive and still take good care of its occupants.



**Y Anti-lock brakes.** Active safety measures in a car are those design features that can help you avoid or escape potentially dangerous driving situations. One of the most important in the RX-7 is the computer-controlled Anti-lock Braking System (ABS). A sensor at each wheel detects any

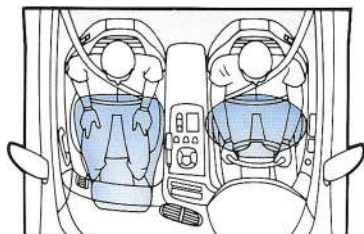
sudden change in wheel movement that could lead to lockup, and a microprocessor control momentarily relaxes braking pressure on that wheel so that it keeps rolling and maintains better traction. ABS not only can help you stop straighter in hard braking, it can help you keep steering control as well.

This is particularly important in turns where, even when driving at relatively low speeds, locked wheels could cause a car to swing much wider than the road might allow. With ABS, you can more easily keep the car where it should be.

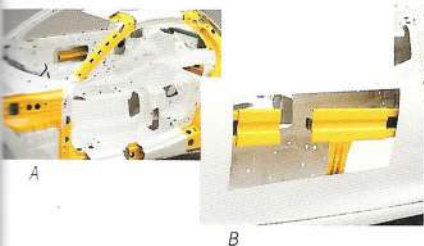




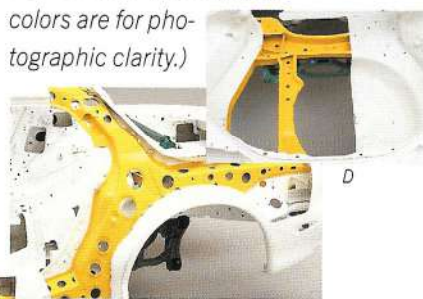
**Y Dual air bags.** In addition to 3-point safety belts, an air bag Supplemental Restraint System (SRS) is standard for both the driver and passenger, complete with computerized "fail-safe" backup power circuitry. For the air bags to be fully effective, always fasten your 3-point safety belts properly. A rear-facing child restraint should never be used in this or any 2-seat vehicle with dual air bags. See the specifications page for details.



**Y Structural integrity.** Many of the RX-7's structural details are directly related to passenger protection. These include passenger cell reinforcement (A), side intrusion beam (B), the "space-monocoque" structure itself (C), and the rear structural support beam (D).



Supercomputer simulations helped us determine such variables as size, strength, and location. (Highlighting colors are for photographic clarity.)



**Y Working together.** No operational part of a car functions in isolation. The best suspension design won't be able to do its job if it isn't attached to a rigid and effective structure. It's the balance and cohesiveness of the RX-7's total design that makes it so exhilarating on the road.



#### **Δ Fine-tuned on the road.**

Powerful as the supercomputers are, computer modeling at Mazda never substitutes for real-life road testing. But it ensures that the cars that reach the test track are viable prototypes, so that our drivers can concentrate on fine tuning.

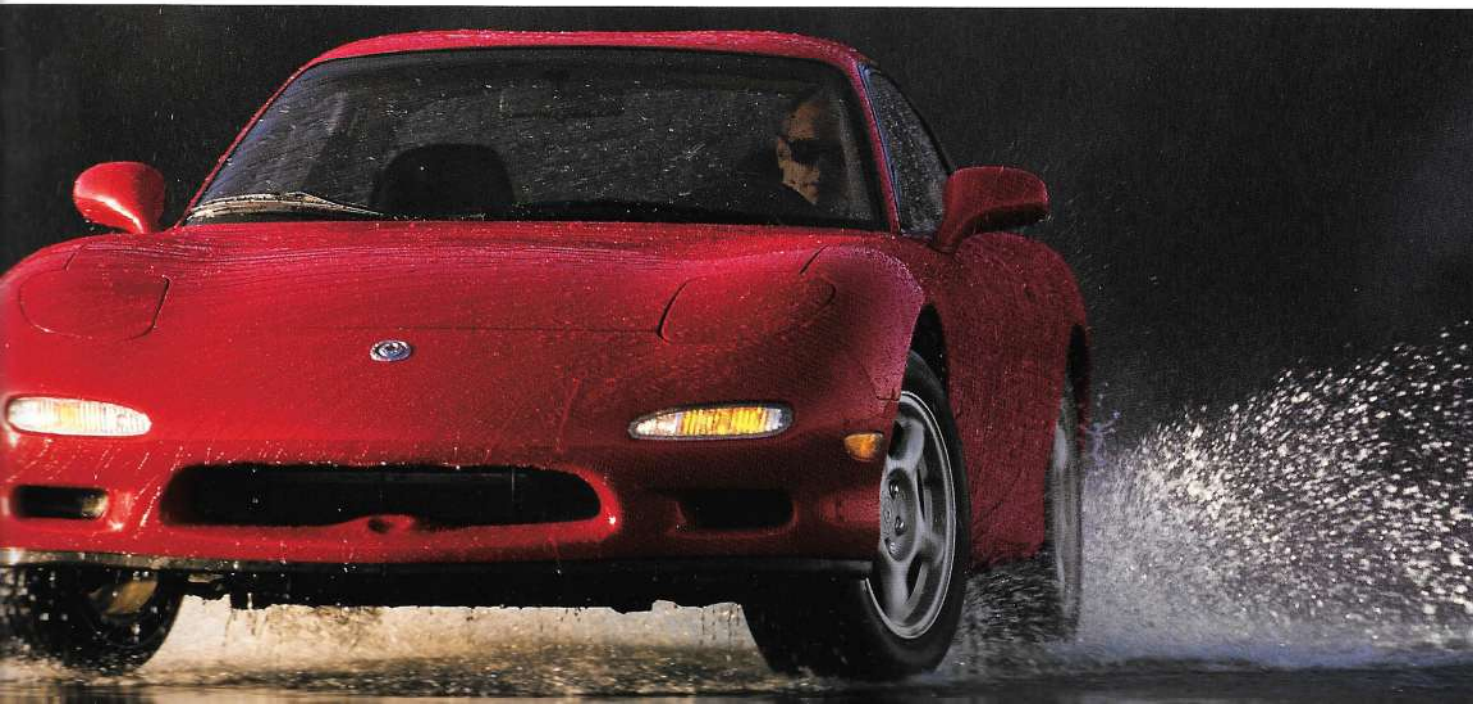
We then use the computer to incorporate the drivers' feedback into each design stage. But ultimately, it's only Kansei Engineering, taking people into account, that makes the car feel just right. And that gives the RX-7 its full measure of true race car excitement.



#### **➤ Computer modeling.**

Computer modeling techniques include the latest GNC (Geometric Modeling and Numerical Control) and DMA (Dynamic Modal Analysis) methods. With the supercomputer, we can build a very precise model of the car on the screen, then apply simulations

of dynamic forces to generate precise analyses of how the various parts of the car will behave. Our engineers can then perform myriad "what-if" scenarios to arrive at the best possible design, something that would simply not be possible without the power of the computer.







*RX-7 with Popular Equipment Package*







➤ **High standards and appealing extras.** In addition to all the other features on this page, standard amenities include cloth upholstery, air conditioning, power windows and door locks, remote liftgate and fuel-door releases, and a leather-wrapped steering wheel, shift knob, and hand brake grip. Choose the Popular Equipment Package and you'll add leather,\* a sliding sunroof with tilt-up ventilation, along with halogen fog lights and a removable cargo cover.



## INTERIOR

**I**n a luxury car, interior design usually stresses comfort first. But in a pure sports car, we think the primary emphasis should be on communication. Between you, the car, and the road.

In the Mazda RX-7, that communication begins from the moment you buckle yourself in. Because the instrument panel and center console curve toward you. The tachometer, large and centered, faces you. And there's an immediate sense of command and control. You could be in a racing car.

It's a prime example of the Mazda Kansei Engineering philosophy. While many of the mechanical elements of the car were done on the computer first, the interior, from the basic layout to the smallest detail, was built around people. Because not even the most powerful supercomputer can make either ergonomic or psychological distinctions regarding the best placement of the gauges and controls or the view over the hood.

But while the computer can't visualize doing a heel-and-toe downshift heading into a tight turn, you can. Just sit in an RX-7 for a minute, and you'll know what we mean.



**▲ Focusing your attention.** The RX-7 interior focuses you in on the road. It absorbs you in the driving, banishing external stresses and subtle distractions. Because this is a pure sports car interior, technologically advanced in execution but with a classic performance feel. Incorporating the latest in our extensive research into ergonomics—human engineering. So the major controls are designed for fingertip operation, the gauges for quick comprehension—all to keep distractions to the absolute minimum.



**▲ Lighten up.** On manual transmission models, the brake and clutch pedals are drilled, and not simply for race-car appearance. It's one of the many details on the Mazda RX-7 that add up to significant weight reduction and enhanced overall performance.





◀ **User-friendly.** The Mazda RX-7 features a compact instrument panel with classic round analog gauges that are easily read at a glance. A tachometer, large and dead-center, reads up to 9000 rpm and is redlined at 8000 with a 5-speed transmission. There's also a large speedometer, plus gauges for oil pressure, coolant temperature, and fuel level. Standard amenities include air conditioning, an AM/FM/cassette stereo, power windows and locks, and an anti-theft alarm. Cloth upholstery is standard, and leather\* is available.

▲ **Inner beauty.** The fine balance struck between exhilaration and control is evident the moment you are seated behind the leather-wrapped steering wheel. Instrumentation is designed for instant comprehension; controls for quick reaction. And everywhere you look, you'll find a level of refinement and detail previously reserved for only a few hand-built exotics.



▲ **That open-air feel.** The optional power sunroof adds open-air exhilaration to the RX-7 driving experience. Designed to slide open outside the car, it won't encroach upon your headroom when it's closed.



▲ **Out of sight.** Two storage lockers behind the front seats hold the little things that can clutter a car, and also provide space to hide more valuable objects from view. Other interior storage space, in addition to the cargo area, includes an illuminated glove box and a convenient coin tray in the center console.

➤ **Weight reduction.** The seat base is made from long-glass, fiber-reinforced polypropylene. Extremely tough, it saves three pounds per seat over a steel base. And it's just one of the many weight-saving steps that make the RX-7 nearly 600 pounds lighter than the Supra Turbo—pounds that count when it comes to achieving a true race-car feel.



Υ **Self-defense.** An integral alarm system is standard equipment. It flashes the lights, sounds the horn, and disables the ignition if someone tries to break in.



▲ **Firm Support.** The design of the seatback on our high-backed sport seats takes the strain off your lumbar area, while the bottom cushion provides exactly the right amount of "give." The side bolsters hold you firmly in place, so you can effect spirited maneuvers in complete confidence. And it's all accomplished without weight-adding multiple-adjustment mechanisms.

\*Seats upholstered in leather except for vinyl on rear side of seatbacks and other minor areas.











## Exterior Colors



## Color Combinations (Interior/Exterior)

**Black Cloth**/Vintage Red, Brilliant Black, Silver Stone Metallic, Montego Blue Mica,<sup>†</sup> White<sup>†</sup>

**Black Leather**<sup>†</sup>/Vintage Red, Silver Stone Metallic, White

**Tan Leather**<sup>†</sup>/Vintage Red, Brilliant Black, Montego Blue Mica, White

<sup>†</sup>Not available with R-2 Pkg.

## Engine

|                       |  |
|-----------------------|--|
| Type                  | 2-rotor inline rotary  |
| Aspiration            | Sequential twin turbochargers with air-to-air intercooler  |
| Displacement          | 1.3 liters (1308 cc)   |
| Compression ratio     | 9.0:1  |
| Horsepower, SAE net   | 255 @ 6500 (manual transmission)<br>255 @ 6200 (automatic transmission)                                    |
| Torque, SAE net lb-ft | 217 @ 5000   |
| Fuel system           | Multi-port electronic fuel injection   |
| Fuel requirement      | Premium unleaded gasoline (91 octane)  |
| Ignition system       | Distributorless electronic   |
| Cooling system        | Forced water/coolant circulation<br>Forced oil-to-air oil cooler<br>Dual oil-to-air oil coolers (R-2 Pkg.) |

## Transmission

|              |   |      |      |      |      |             |
|--------------|---|------|------|------|------|-------------|
| Type         | 5-speed manual with overdrive<br>4-speed electronically controlled automatic with overdrive and lockup torque converter optional (n/a R-2 Package or Popular Equipment Package) |      |      |      |      |             |
| Differential | Torsen® torque-sensing limited-slip type  |      |      |      |      |             |
| Ratios       | 1st   | 2nd  | 3rd  | 4th  | 5th  | Final Drive |
| Manual       | 3.48  | 2.02 | 1.39 | 1.00 | 0.72 | 4.10        |
| Automatic    | 3.03  | 1.62 | 1.00 | 0.69 | —    | 3.91        |

## Dimensions (inches)

|                   |           |                |      |
|-------------------|-----------|----------------|------|
| Wheelbase         | 95.5      | Headroom       | 37.6 |
| Length            | 168.5     | (with sunroof) | 36.4 |
| Width/height      | 68.9/48.4 | Legroom        | 44.1 |
| Track: front/rear | 57.7/57.5 | Shoulder room  | 51.8 |

## EPA Mileage Estimates (mpg)

|                        |                     |
|------------------------|---------------------|
| Manual transmission    | 17 city, 25 highway |
| Automatic transmission | 18 city, 24 highway |

## Chassis

|                  |   |
|------------------|---|
| Frame            | Unit body   |
| Front suspension | Independent, double-wishbone type with squeeze-cast aluminum upper control arms, forged aluminum lower control arms, coil springs, gas-filled shock absorbers and stabilizer bar  |
| Rear suspension  | Independent, double-wishbone type with multiple links for toe control, squeeze-cast aluminum upper control arms, forged aluminum lower control arms, coil springs, gas-filled shocks, stabilizer bar and aluminum shock-tower support brace |

## Chassis (continued)

|                        |  |
|------------------------|--|
| R-2 Package suspension | Firmer front and rear suspension shock absorbers, front shock-tower brace and slide bushings   |
| Steering               | Rack-and-pinion type with engine-rpm-sensing variable power assist; steering ratio: 16.6:1; steering wheel turns, lock-to-lock: 2.9; turning circle diameter, curb-to-curb: 35.4 feet  |
| Brakes                 | Power-assisted with dual hydraulic circuits; 11.6-inch ventilated front discs with 4-piston aluminum calipers and ducted backing plates; 11.6-inch ventilated rear discs; dedicated front brake air ducts (R-2 Pkg.); Anti-lock Brake System (ABS) |
| Wheels                 | 8.0J-16 squeeze-cast aluminum alloys with aerodynamic design for optimum brake cooling   |
| Tires                  | High-performance steel-belted radials P225/50R16<br>P225/50ZR16 Pirelli P-Zero (R-2 Pkg.)  |
| Fuel capacity          | 20 gallons   |
| Curb weight            | 2826 pounds (manual transmission)<br>2881 pounds (automatic transmission)  |

## Mechanical Standard Features

2-rotor inline rotary engine with sequential twin turbochargers, air-to-air intercooler and electronic fuel injection

Engine oil cooler

5-speed manual transmission with overdrive

Power Plant Frame (PPF)

Torsen® torque-sensing limited-slip differential

Fully independent, double-wishbone suspension with rear shock-tower support brace

Rack-and-pinion steering with engine-rpm-sensing variable power assist

Power-assisted 4-wheel ventilated disc brakes with aluminum 4-piston front calipers and ducted backing plates

Anti-lock Brake System (ABS)

## Exterior Standard Features

16-inch aluminum alloy wheels

Dual aerodynamic body-color power mirrors

Tinted glass

Retractable halogen headlights

Lightweight aluminum hood

## Interior Standard Features

Highback bucket seats with seatback recliners

Sport cloth upholstery

Dual storage compartments behind seats

Power windows with driver's one-touch-down feature and power door locks



## Interior Standard Features (continued)

Remote liftgate and fuel-door releases

9000-rpm tachometer with 8000-rpm\* redline

180-mph speedometer

Gauges for oil pressure and engine coolant temperature

Leather-wrapped steering wheel, hand brake grip and transmission shift knob

Cruise control with steering-wheel-mounted controls (n/a R-2)

3-point safety belts for both occupants

Driver's- and passenger's-side air bag Supplemental Restraint System (SRS)\*\*

Drilled aluminum clutch and brake pedals (manual trans. only)

Anti-theft alarm system

Heater/defroster with 4-speed blower and side-window demisters

Air conditioning

AM/FM/cassette stereo sound system with five speakers and automatic power antenna

## Options and Option Packages

4-speed electronically controlled automatic transmission with overdrive (n/a R-2 Package or Popular Equipment Package)

Popular Equipment Package:

Sliding sunroof with tilt-up ventilation feature

Removable rear cargo area cover

Leather seating surfaces†

Halogen fog lights

R-2 Package:

Rear spoiler and front air dam

Dual engine oil coolers

Dedicated front brake air ducts

Special suspension tuning

Front shock-tower support brace

Pirelli P-Zero high-performance steel-belted radial tires

Unique cloth seat upholstery

## Warranty

**The Mazda 36-month/50,000-mile, "bumper-to-bumper" limited warranty.**

Mazda warrants that the Mazda vehicle will be free of defects with normal use and prescribed maintenance for 36 months or 50,000 miles, whichever comes first, or Mazda will repair any problem without charge. Ordinary maintenance items or adjustments, parts subject to normal wear and replacement and certain other items are excluded. This transferable "limited warranty" is free on all new 1995 Mazda vehicles sold and serviced in the United States. See your Mazda Dealer for details.

**Complement your new-vehicle limited warranty with the Mazda Extended Protection Plan, the only service agreement backed by Mazda. Ask your dealer for details.**

Information and illustrations in this brochure are based on the latest competitive and Mazda product information available at the time of publication. Some equipment shown is optional at extra cost; specific options may be available only in combination with other options. Specific combinations of colors, interiors, equipment or features may vary from time to time and by geographic area; colors in illustrations may vary from actual upholstery or paint colors due to reproduction and printing processes. Mazda reserves the right to make changes without notice in product content and price at any time. Each of the vehicles portrayed in this brochure is equipped with safety belts for occupant protection. Although the safety belts in one or more of the photographs or illustrations may not be shown in the normal position, safety belts should always be used in accordance with the instructions in the owner's manual.

\* 7000-rpm redline with automatic transmission. \*\* A child in a rear-facing child restraint can be badly injured by the passenger air bag if it inflates. Never use a rear-facing child restraint in this or any 2-seat vehicle with dual air bags. For special instructions on other child restraints, please review the owner's manual. † Seats upholstered in leather except for vinyl on rear side of seatbacks and other minor areas.

## ACCESSORIES

Now that you've chosen the car you really want, why not make it uniquely yours with Genuine Mazda Accessories? See your Mazda Dealer today and discover how easy it is to personalize, protect and enhance your new 1995 RX-7 with Genuine Mazda Accessories.

Genuine Mazda Accessories installed by a Mazda Dealer prior to or at the time of initial vehicle retail delivery also come with the Mazda 36-month/50,000-mile warranty. See your Mazda Dealer for details.



▲ Car Cover: Custom-tailored for a perfect fit, this weather-resistant Evolution® 3 fabric helps protect both the interior and exterior finish of your RX-7.

▼ Front Mask and Hood Protector: Ruggedly constructed of durable, weatherproof vinyl with soft backing, they help protect the RX-7 from road debris.



▼ Compact Disc Player: Concert-quality sound reproduction. Full-featured system includes repeat and random play functions.



▲ Compact Disc Changer: Rear-mounted, six-disc player. In-dash control panel provides all operational functions.

▼ Mud Guards: Injection-molded for a precise, stylish fit, these color-coordinated mud guards help protect your RX-7 from road debris. Available in sets of two.



Other Genuine Mazda Accessories available include:

Front Air Dam, Cargo Net, Rear-Mount Bike Rack, Scuff Plates, Rear Hatch Shade and Sunroof Wind Deflector.

➤ Rear Spoiler: Designed to complement the RX-7's styling, this sleek addition adds an even more aggressive look.







Ever since Mazda first began building cars and trucks for the U.S. 25 years ago, we've offered our own unique vision: a total commitment to creating exciting vehicles that discerning drivers will love. Cars and trucks with style, flair and personality. Each one making its own strong and individual statement, so that your new Mazda will always feel just right to you.

We also want your purchasing experience to be positive so, through Mazda American Credit,\* we offer a wide variety of financing plans or a convenient Mazda Personal Lease.™ And to ensure your continued satisfaction, we cover every Mazda with a 36-month/50,000-mile, "bumper-to-bumper," no-deductible warranty. It's one of the strongest warranties in the entire business.\*\*

Our commitment extends to designing vehicles that are as friendly to the environment as to their owners. For just one example, we've completely eliminated asbestos from all of our cars. We're labeling plastic parts for recycling and even working to develop hydrogen-fueled and electric engines that will be virtually pollution-free.

Why do we so strongly emphasize human values? Because we want driving to be just part of the very good feeling you'll get from Mazda.

#### MAZDA RX-7 ROADSIDE ASSISTANCE

As part of our commitment to your total satisfaction, RX-7 owners are automatically enrolled in our Roadside Assistance Service Program. Roadside Assistance protects your RX-7 for the duration of the 36-month/50,000-mile limited warranty. Should you require assistance of any kind during this period, our service will help to get your car back on the road and minimize any inconvenience. For complete details on this service, see your Mazda Dealer.

#### The Full Mazda Lineup



RX-7 Sports Car



929 Luxury Sedan



Millenia Luxury Sedan



626 Sedan



MX-6 Sports Coupe



MX-3 Sports Coupe



MX-5 Miata Roadster



Protegé Sedan



MPV Minivan



B-Series Truck

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