

# MAZDA

1984 626, RX-7, GLC AND TRUCKS



# MAZDA 1984

53 YEARS OF  
ENGINEERING  
TRADITION YIELD  
REWARDS FOR MAZDA  
BUYERS TODAY.

Many of today's shoppers only became aware of Mazda with the arrival of the stunning new RX-7 sports car unveiled in 1978. Some are aware of the Mazda rotary cars going back to the early '70s.

Still, what has made possible the parade of technologically-advanced new RX-7s, 626s and GLCs in recent years is a way of developing new products that actually goes back 53 years—an engineering discipline and philosophy which span

many products and many fields, and have made the maker of Mazda products a technological leader in each.

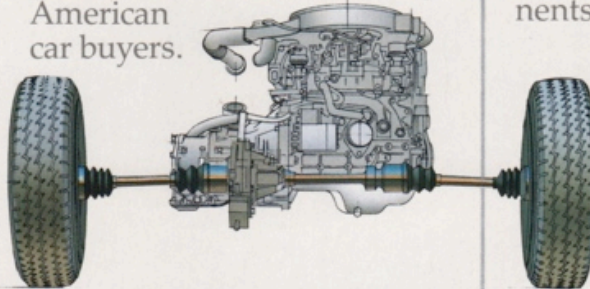
For 1984, the cars and trucks that wear the Mazda name each are leaders in their areas. They differ vastly from one another, but all share one thing—each has been carefully and purposefully designed to provide outstanding value and satisfaction in those qualities sought by their respective buyers.

For Mazda, no product is good enough unless it is a cut above its competition. And here is a brief summary of what that means to you in the Mazda products awaiting you at your dealer's now.



## 626 Series

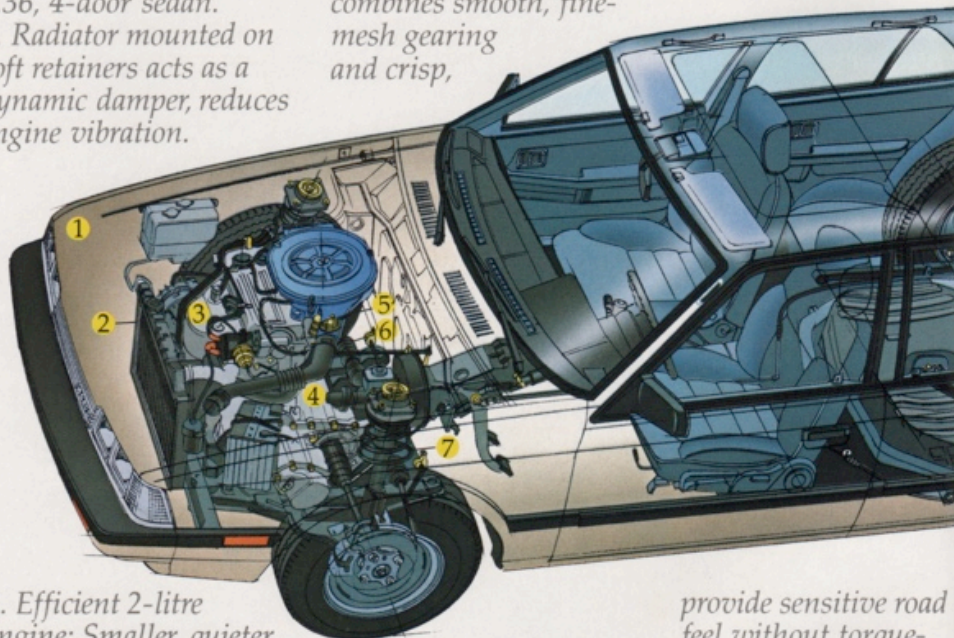
626 was conceived to be a series of world-class, high-performance road cars which would excel in response, road-holding, passenger comfort, and fuel efficiency\*—yet be priced within reach of average American car buyers.



1. Aerodynamic design cheats the wind with drag coefficients of 0.34, coupe; 0.35, touring sedan; and 0.36, 4-door sedan.  
2. Radiator mounted on soft retainers acts as a dynamic damper, reduces engine vibration.

fewer moving parts—but greater power and fuel economy.  
4. 5-speed transaxle combines smooth, fine-mesh gearing and crisp,

and fuel economy.\*  
6. Rack-and-pinion steering and new center driveline bearing



3. Efficient 2-litre engine: Smaller, quieter, and 57 lbs. lighter than its predecessor, with 20% less friction and

precise shift linkage.  
5. Feedback carburetor for optimum performance

provide sensitive road feel without torque-steer inputs.  
7. Front suspension with long-travel

Mazda engineers started with a "clean sheet of paper"—and explored new concepts in virtually every area of componentry. The result was a front-wheel-drive family car abounding in innovations to create outstanding total performance capability.

Below, you see a few of the technological innovations which make 626 so extraordinary. The refined 2-litre 626 engine is a benchmark of lightweight design and smooth, quiet power. Unique front suspension components. Marvelously quick and precise 5-speed transmission. Rack-and-pinion steering control unhindered by the effects of torque-steer. And a patented rear suspension system

with special roadholding ability. Together, they create a driving machine that is beautifully balanced and responsive on the road.



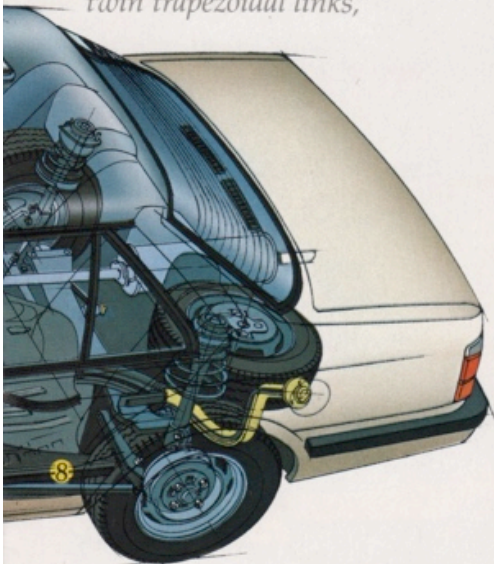
## RX-7 Series

The first RX-7 proved that genuine high-performance sports-car driving was not reserved for the privileged few—"an enthusiast's dream come true," enthused *Road & Track* at the time.

It was an aerodynamic and nimble 2-seater, with a

*struts, negative scrub offset, antidive geometry, stabilizer bar affords great handling.*

8. Rear suspension: Patented twin trapezoidal links,



*twin trailing arms, stabilizer bar contribute to true-tracking, smooth ride.*

\*See last page for details.

rotary engine so compact it can be placed *behind* the front wheels, in mid-engine configuration. Remarkably precise steering and a neat Watt-link rear set-up aided stability and predictability in tight turns at speed.

For 1984, a new RX-7 GSL-SE with a larger, fuel-injected rotary engine opens new vistas of performance: 0-50 in 5.6 seconds, and still more scintillating acceleration throughout its range.

GSL-SE also provides 14-inch alloy wheels, Pirelli P6 low-profile radials, 4-wheel ventilated disc brakes, special clutch, 5-speed overdrive and performance-tuned suspension.



## GLC Series

Mazda's front-wheel-drive GLC introduction was a revelation that high-mileage\* cars can also be sporty and fun-to-drive cars. Its technical sophistication was clearly seen in its absence of torque-steer, its precise and positive 5-speed gearshift action, and its patented rear suspension.

No less remarkable to GLC buyers was its superior space engineering. Here was true adult-size room in the rear seat, ample accommodation up front for 6-foot-plus drivers, and amazing space for luggage—particularly in the incredibly large sedan trunk.

Today's GLC features a

computer-controlled carburetor which monitors engine functions to provide the optimum fuel/air mixture for best operation at all times, in city or highway driving.

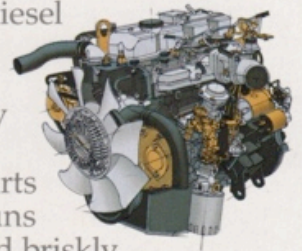


## Truck Series

In the highly competitive world of 2-wheel-drive, standard cab trucks, Mazda's spectacular sales success in recent years has been triggered by its outstanding *value* engineering, in both gasoline and diesel models.

The B2000 2-litre gasoline engine is an internationally proven performer that is simple, rugged and efficient. And it is coupled with a 5-speed overdrive transmission as standard equipment.

The B2200 2.2-litre diesel is a pure diesel engine, designed specifically for truck duty. It starts quickly, runs quietly and briskly.



Mazda's 1984 line-up:

You'll see the highlights of our full line on the following pages. But what you *won't* get here is the full essence of the Mazda Experience—how innovative design, sophisticated engineering, and Mazda quality meet your particular needs.

However, your Mazda dealer can arrange that.



626 Deluxe Sport Coupe



626 Luxury Sport Sedan



626 Luxury Touring Sedan

# 626 SERIES

MOTOR TREND  
MAGAZINE'S 1983 IMPORT  
CAR OF THE YEAR—FOR  
GOOD REASONS.



The all-new front-wheel drive 626 burst forth on America's scene last year to high accolades by automotive editors: "...the

grand-slam home run of 2-liter sedans," hailed *Motor Trend*. "...626 may be the most refined mid-size sedan in the world," said *AutoWeek*. "...exudes a feeling of high quality and careful engineering," judged *Road & Track*. "...does everything well ... the standard of comparison in its class..." commented *Car and Driver*. All this, mind you, plus good gas mileage:

41 <sup>Est.</sup> hwy mpg **29** <sup>EST.</sup> MPG

See last page for details.

## High-performance road car.

What makes 626 extraordinary is that it proves a world-class driving machine can still be priced within reach of average car buyers. That it also offers five-passenger room, luxury, and incredible value places it in a class by itself.

At left, you see the 626 Series. Coupe and Sedan are offered in Deluxe and Luxury trim; the 5-door Touring Sedan with its unique station-wagon versatility is a top-of-the-line Luxury model only.

The Luxury Coupe control panel is a classic of driving ergonomics; "...laid out to make car control as easy and natural as possible," *Car and Driver* observed. Control clusters flank the softgrip steering wheel; tachometer, speedometer and electronic check panel are a glance away. Serious drivers will feel completely at home here.



Luxury Coupe control panel.

The 626 hands-on experience.

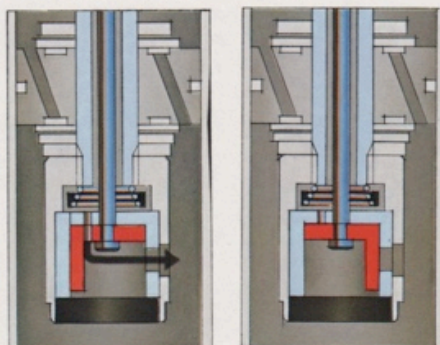
Still, it is not until you actually experience 626 on the road that you realize how truly extraordinary it is.

626 Coupes and Touring Sedan carry superb handling one step further, with their exclusive Electronic Variable Shock Absorber (EVSA) system. Special valving in each shock is controlled by buttons on the dash, allowing you to adjust the ride to town driving, highway

cruising, or sportscar action.

One point more: 626 value.

Our lowest-priced Deluxe Sedan and Coupe have list prices well below \$10,000—  
incredible values, indeed.



EVSA: Soft ride. . . Firm ride.

Deluxe Sedan interior, below.



# RX-7 SERIES

AMERICA'S STANDARD  
OF SPORTS CAR VALUE  
SETS NEW STANDARDS  
FOR 1984 IN ROTARY  
PERFORMANCE.

Below, you see a new top-line RX-7—the GSL-SE. It looks like any other RX-7—until you ignite its 34% greater horsepower, and 24% greater torque, and put its Pirelli P6 high-performance tires to the open road. A new and larger rotary engine turns 0-50

into 5.6 seconds, and "quick" into an electrifying new experience.

All RX-7s for 1984 have been refined inside, with new instrumentation and steering wheel, new console design, and a higher level of quality in fit, finish and velour upholstery.

*Motor Trend* had observed, "... there's simply nothing else out there with RX-7's combination of price, performance,

and styling." But now, RX-7 has raised the ante again.



Optional leather interior for GSL and GSL-SE.

A phalanx of four RX-7s.

The new GSL-SE is the ultimate RX-7 in luxury as well as performance. Yet the GSL is no less luxurious. Both cars include a complete component-type sound system

- 4-wheel power disc brakes
- Limited-slip differential
- Aluminum alloy wheels
- Cruise control
- Sunroof
- And many more accouterments, including a leather upholstery option.

GS: Our most popular RX-7.

Its appeal lies in bringing bonafide sports car driving, laced with a myriad of step-

up features, to you at an average-car price.

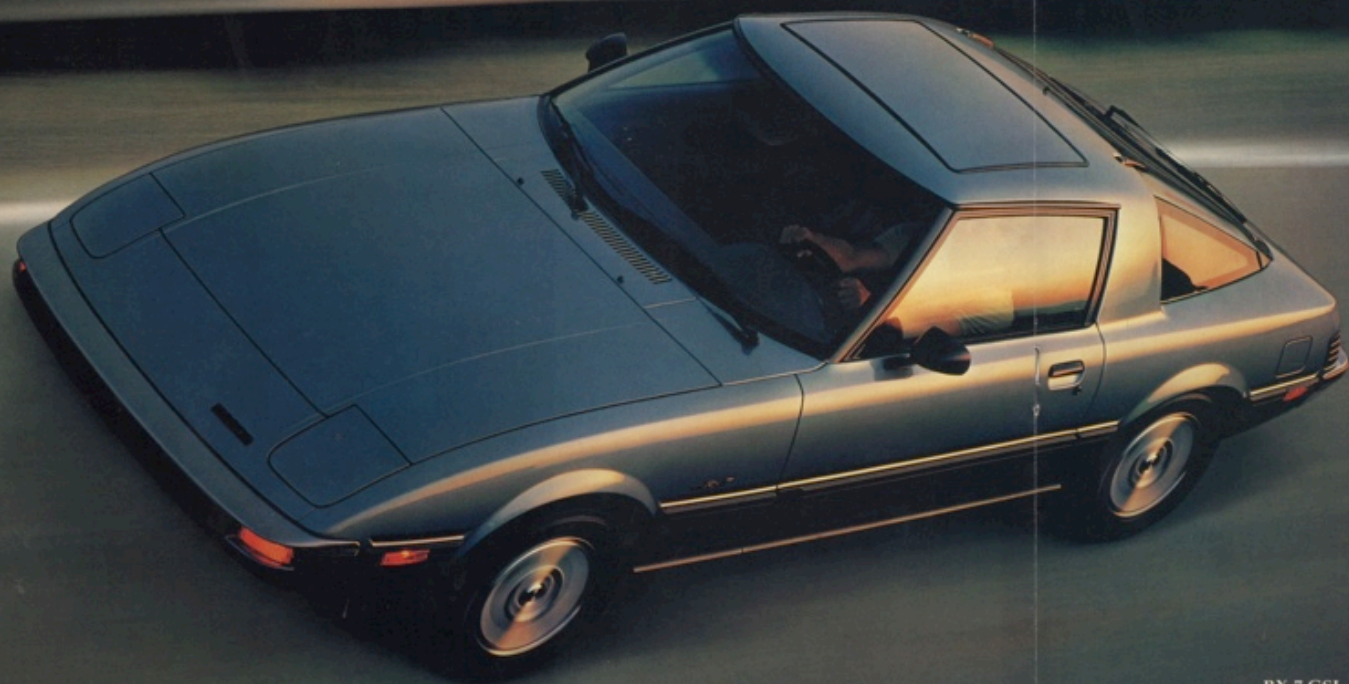
Still, the appeal of our lowest-priced RX-7 S is even more attractive to many, for it offers the famed rotary rocket experience for less than the price of many mundane automobiles. Yet its equipment includes: 5-speed overdrive • Full instrumentation including tachometer and true gauges

- Full velour upholstery
- Electric rear-window defroster
- And, most importantly,



New command post design (GSL).

the singularly exciting pleasures of driving perhaps the most performance per dollar you can own today.



RX-7 GSL-SE



RX-7 GSL



RX-7 GS



RX-7 S



GLC Luxury Sedan



GLC Deluxe Hatchback



GLC Deluxe Sedan

# GLC SERIES

THE PERFORMANCE  
CAR OF THE ECONOMY  
CAR CLASS BRINGS NEW  
NAMES AND VALUE  
TO THE PARTY.

Mazda started with a higher vision of what an economy car could be: Technically sophisticated, performance-oriented, with room, comfort, features and value a "cut above" its competition. And, of course, good mileage:

49 <sup>Est.</sup> hwy mpg    35 <sup>EST.</sup> MPG

See last page for details.

Unanimous acclaim.

The result was greeted most warmly: "... by far the best compromise of power, interior room and fuel economy on the market," declared *Car and Driver*. "... achieves true greatness, fully competitive with the best of the econobox field," agreed *Popular Mechanics*. "... excellence in virtually every critical area," observed *Motor Trend*. "... a cut above its competitors," judged *Road & Track*. "... a little jewel," marveled *AutoWeek*.

What provoked so much enthusiasm: GLC handles, responds and moves with such poise and sports-like precision that first-time drivers may be amazed by what GLC brings to the party.

Beyond GLC performance...

... comes GLC's fun-to-live-with quotient. It's expressed

in adult-sized room in the back seat. Big, thick front bucket seats that recline, and know how to hold you in comfort. Rich velour upholsteries in Deluxe models. Richer striped velours in Luxury models. Little touches like remote releases for the fuel door and trunk, and intermittent-action wipers. Big things, like fold-down rear seatbacks that let you carry bulky items like skis and such inside a GLC. And an automatic transmission option.

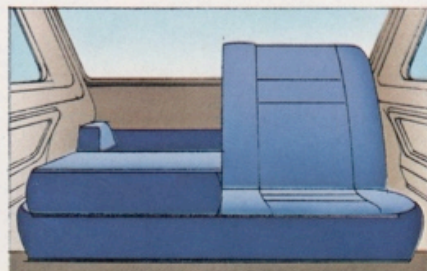
GLC's proposition:

Our Deluxe models offer incredible value and lively performance for remarkably little money. Our Luxury models offer an ambiance so rich it could make you forget you're in an economy car at all.

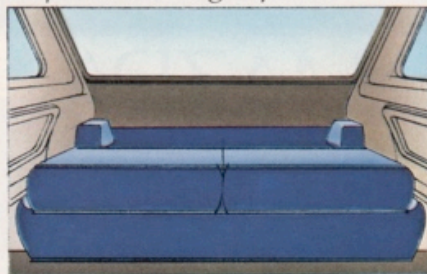
*GLC Luxury interior.*



*Luxury GLC command post.*



*Expandable cargo space.*







B2000 SE-5



B2000 Sundowner Sport



B2000 Sundowner

## MAZDA TRUCKS

WHAT MAZDA PUTS INTO A TRUCK—MODEL FOR MODEL—PUTS ALL THE REST OUT TO PASTURE.

Just three years ago, few in the U.S. knew Mazda even made trucks at all. But then the word got around that Mazda offered more truck for less money than the big guys—and now sales have more than tripled, Mazda is Number 3 among imports for its category, and moving up.

The extra value gets you.

For openers, our B2000 Sundowner is the lowest-priced truck in America to offer all

this as standard equipment: 5-speed overdrive • Extra-wide steel-belted radials • Dual mirrors • Cut-pile carpeting • Tinted glass • Side vent windows • And more. And nobody offers all that at near the price.



*Tach, sporty wheel and more, yours in a Sport.*

*Inside Sundowner and SE-5.*



New kind of sporty truck.

Then there's our newest idea: the B2000 SE-5. It's really sporty, as you see above—but it's priced down with other people's base trucks.

What SE-5 gives you are the sporty extras you'd like, without paying extra for them: White spoker wheels • Raised white-letter steel radials • Dual sport mirrors • Rear step bumper • Special

sporty stripes. When you add up all that—plus a 5-speed overdrive—you can see SE-5 has no competition at all.

For the sport truck buff...

You know Mazda had to come up with something really special—and did: The lowest-priced sport truck by far—with value the higher-priced jobs cannot match.

Witness the optional striped velour bucket seats at right, and the tachometer-equipped, woodgrained dash at left, behind the softgrip RX-7-type steering wheel. Then gaze at the handsome two-tone paint, pinstripe,

37<sup>Est.</sup> hwy mpg 27<sup>EST.</sup> MPG  
See last page for details.

wide side mouldings and halogen headlamps, rear step bumper, mud flaps, the dual sport mirrors, spoker wheels and raised-letter tires. It's all there, priced to go.

Choices galore.

Each Mazda truck model is available with standard or long bed, and all B2000s offer the option of a 3-speed automatic transmission.

And there's one more important choice: Mazda's B2200 diesels, the best values around if you're in the mar-

*High-backed, striped-velour buckets, option in Sport.*



ket for a diesel truck. Mazda offers its B2200 diesel in our lowest-priced trim level, with standard bed or long bed.

Now, with all these choices, what choice do you have but to go with Mazda value and economy this time?

# 626

## ENGINE

**Type/Displacement:** 4-cyl.  
OHC inline, 2-litre (121.9 CID)  
**Bore & Stroke:** 3.39 x 3.39 in.  
**Compression Ratio:** 8.6:1  
**Hp, SAE Net:** 84 @ 4800 rpm  
**Torque:** 112 lb.-ft. @ 2500 rpm  
**Carburetor:** Closed loop  
downdraft type w/microchip  
computer

## TRANSMISSION

5-speed Manual Overdrive;  
3-speed Automatic (Opt.)

## SUSPENSION

**Front:** Independent, strut-type  
w/coil springs & stabilizer bar  
**Rear:** Independent, strut-type  
w/coil springs, twin trapezoidal  
links, radius trailing arms &  
stabilizer bar  
EVSA (Electronic Variable  
Shock Absorbers):  
Coupes, Touring Sedan

## STEERING Rack-and-pinion

**Ratio:** 22.0:1, 17.3:1 w/power  
assist  
**Lock-to-Lock:** 3.8, 3.0  
w/power assist  
**Turning Diameter:** 33.5 ft.

## BRAKES Power-assisted

**Front:** Discs  
**Rear:** Self-adjusting drums

## FUEL CAPACITY

15.8 gallons

## OIL CAPACITY

4.8 quarts

## DIMENSIONS (Inches)

	CPE	SDN	T.SDN
Wheelbase	98.8	98.8	98.8
Length	177.8	177.8	177.8
Width	66.5	66.5	66.5
Height	53.7	55.5	53.7
Front Track	56.3	56.3	56.3
Rear Track	56.1	56.1	56.1
Front Headrm.	37.6	38.4	37.6
w/sunroof	36.3	37.1	36.3
Rear Headrm.	36.8	37.8	35.9
w/sunroof	35.2	36.2	34.8
Front Legroom	41.9	41.4	41.9
Rear Legroom	33.3	36.4	33.3

## CARGO CAPACITY (Cubic Feet)

w/rear  
seats up 13.3 13.7 21.0



**EXPERIENCED  
DRIVERS  
BUCKLE UP**

# RX-7

## ENGINE

**Type:** Rotary, inline 2-rotors  
**S, GS, GSL:**  
**Displace:** 1.1-litre (70 CID)  
**Compression Ratio:** 9.4:1  
**Hp, SAE Net:** 101 @ 6000 rpm  
**Torque:** 107 lb.-ft. @ 4000 rpm  
**Carburetor:** 2-stage, 4-barrel  
**GSL-SE:**  
**Displace:** 1.3-litre (80 CID)  
**Compression Ratio:** 9.4:1  
**Hp, SAE Net:** 135 @ 6000 rpm  
**Torque:** 133 lb.-ft. @ 2750 rpm  
**Fuel Injection:** Sensor Control

## TRANSMISSION:

5-speed Manual Overdrive;  
4-speed Automatic Overdrive  
(Opt. for GS & GSL)

## SUSPENSION

**Front:** Independent, hydraulic  
double-action struts, tapered  
coil springs, stabilizer bar  
& tension rods  
**Rear:** 4-link type, Watt linkage,  
coil springs, stabilizer bar  
& gas-filled shocks  
**GSL-SE:** Performance tuned

## STEERING Recirculating ball

**Ratio:** 17.0-20.0:1,  
15.83:1 w/power assist  
**Lock-to-Lock:** 3.7,  
3.4 on GSL-SE, 3.0 w/power  
**Turning Diameter:** 31.5 ft.,  
32.8 ft. on GSL-SE & w/power

## BRAKES Power-assisted

**Front:** Ventilated discs  
**Rear:** S, GS: Self-adjust drums  
GSL: Solid Discs  
GSL-SE: Ventilated discs

## FUEL CAPACITY

16.6 gallons

## OIL CAPACITY

4.8 quarts, 6.1 on GSL-SE

## DIMENSIONS (Inches)

Wheelbase	95.3
Length	170.1
Width	65.7
Height	49.6
Front Track	55.9
Rear Track	55.1
Headroom	37.2
w/sunroof	36.8
Legroom	41.5

Mazda's Rotary engine is  
licensed by NSU-WANKEL.

# GLC

## ENGINE

**Type/Displacement:** 4-cyl.  
OHC inline, 1.5-litre (90.9 CID)  
**Bore & Stroke:** 3.03 x 3.15 in.  
**Compression Ratio:** 9.0:1  
**Hp, SAE Net:** 69 @ 5000 rpm  
**Torque:** 83 lb.-ft. @ 3000 rpm  
**Carburetor:** Closed loop  
downdraft type w/microchip  
computer

## TRANSMISSION:

**Base:** 4-speed Manual Overdrive  
**Others:** 5-speed Manual Over-  
drive; 3-speed Automatic (Opt.)

## SUSPENSION

**Front:** Independent, hydraulic  
double-action struts w/variable  
rate tapered coil springs  
**Rear:** Independent, gas-filled  
hydraulic double-action struts  
w/linear coil springs, twin  
transverse linkage &  
stabilizer bar

## STEERING Rack-and-pinion

**Ratio:** 20.0:1  
**Lock-to-Lock:** 3.6  
**Turning Diameter:** 30.2 ft.

## BRAKES Power-assisted

**Front:** Discs  
**Rear:** Self-adjusting drums

## FUEL CAPACITY

11.1 gallons

## OIL CAPACITY

4 quarts

## DIMENSIONS (Inches)

Wheelbase	93.1
Length, Hatchback	159.1
Length, Sedan	166.8
Width	64.2
Height	54.1
Front Track	54.7
Rear Track	54.9
Front Headroom	37.9
w/sunroof	36.5
Rear Headroom	37.0
Front Legroom	41.5
Rear Legroom	34.5

## CARGO CAPACITY (Cubic Feet)

Hatchback	9.6
w/rear seats down	27.7
Sedan	13.6

# TRUCKS

## ENGINE

**B2000:**  
**Type/Displacement:** 4-cyl.  
OHC inline, 2.0-litre (120.2 CID)  
**Bore & Stroke:** 3.15 x 3.86 in.  
**Compression Ratio:** 8.6:1  
**Hp, SAE Net:** 78 @ 4300 rpm  
**CA:** 73 @ 4300 rpm  
**Torque:** 111 lb.-ft. @ 2400 rpm  
**CA:** 107 lb.-ft. @ 2400 rpm  
**Carburetor:** 2-stage, 2-barrel  
**B2200 Diesel:**  
**Type/Displacement:** 4-cyl.  
OHV inline, 2.2-litre (134.8 CID)  
**Bore & Stroke:** 3.50 x 3.50 in.  
**Compression Ratio:** 22.0:1  
**Hp, SAE Net:** 59 @ 4000 rpm  
**CA:** 60 @ 4000 rpm  
**Torque:** 90 lb.-ft. @ 2500 rpm  
**CA:** 88 lb.-ft. @ 2500 rpm  
**Fuel Injection:** V.E. distrib.

## TRANSMISSION:

5-speed Manual Overdrive;  
3-speed Automatic (Opt.)

## SUSPENSION

**Front:** Independent, double  
wishbone, tubular shocks &  
coil springs (B2200 Diesel:  
heavy duty shocks & springs)  
**Rear:** Live axle, semi-elliptic  
tubular shocks & leaf springs

## STEERING Recirculating ball

**Ratio:** 19.5-23.5:1  
**Lock-to-Lock:** 3.85  
**Turning Diameter:**  
Shortbed/Longbed: 38.0/39.4 ft.

## BRAKES Power-assisted

**Front:** Discs  
**Rear:** Self-adjusting drums

## FUEL CAPACITY

Shortbed/Longbed: 14.8/17.8 gals.

## OIL CAPACITY

B2000/B2200 Diesel: 4/5.2 qts.

## DIMENSIONS (Inches)

	SB	LB
Wheelbase	106.9	112.8
Length	178.0	189.4
Width	63.0	63.0
Height	60.6	60.6
Track Front/Rear	51.2	51.2
Headroom	38.1	38.1
Legroom	40.6	40.6
Inside Bed Length	74.6	86.2
Inside Bed Width	56.5	56.5
Inside Bed Height	16.1	16.1
PAYLOAD (lbs.)	1400	1400

# mazda

THE MORE YOU LOOK.  
THE MORE YOU LIKE.

## 1984 FUEL ESTIMATES

	Est. hwy mpg	EST. MPG	
626	41	29	With 5-speed transmission. EPA estimates for comparison purposes. Your mileage may vary with trip length, speed and weather. Actual highway mileage will probably be less. California exceptions: GLC, 48 Est. hwy mpg, 35 EST. MPG; B2000, 36 Est. hwy mpg, 26 EST. MPG; B2200, 37 Est. hwy mpg, 32 EST. MPG.
RX-7	29	19	
RX-7 GSL-SE	29	18	
GLC	49	35	
B2000	37	27	
B2200			
Diesel	40	32	