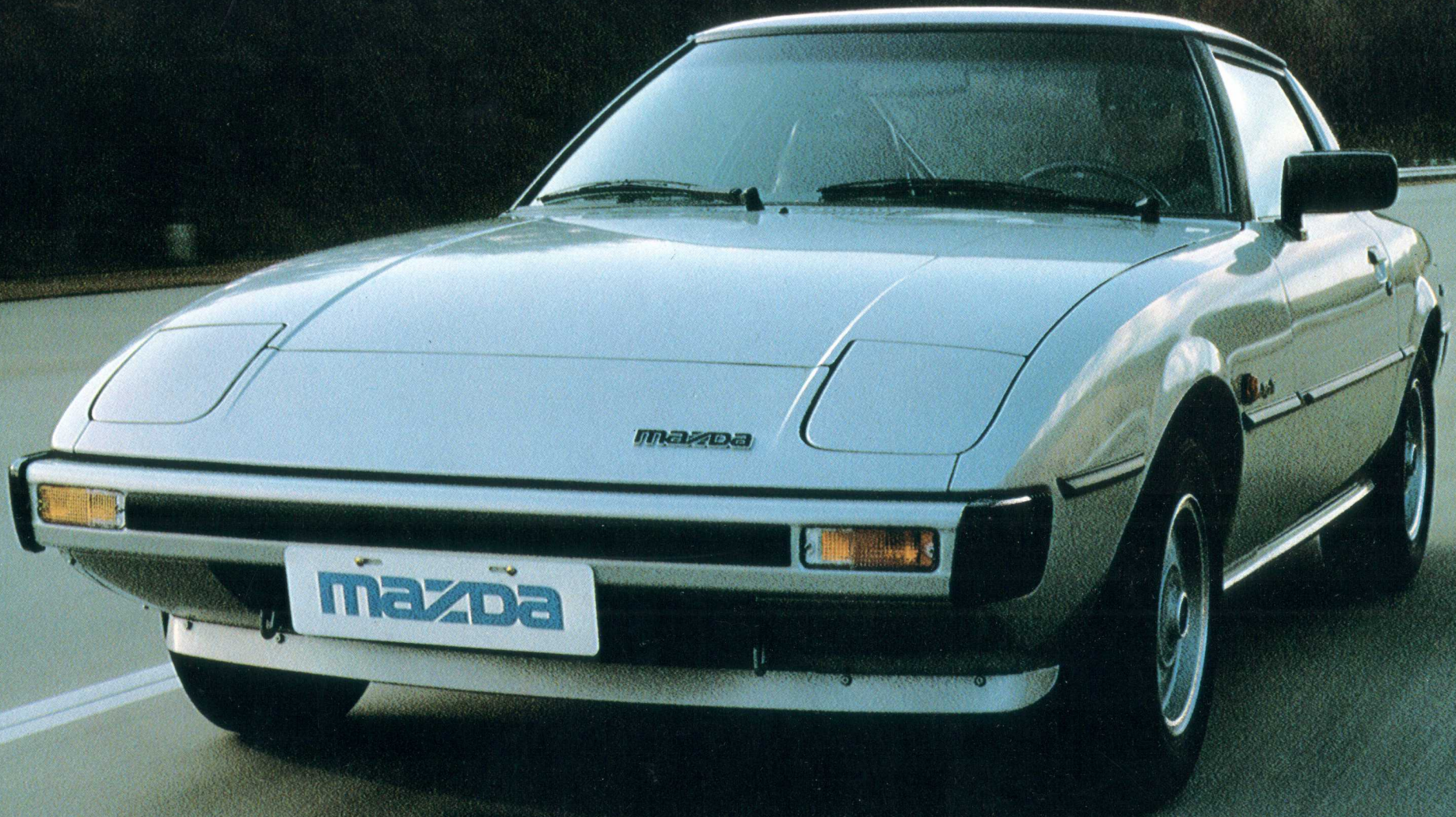
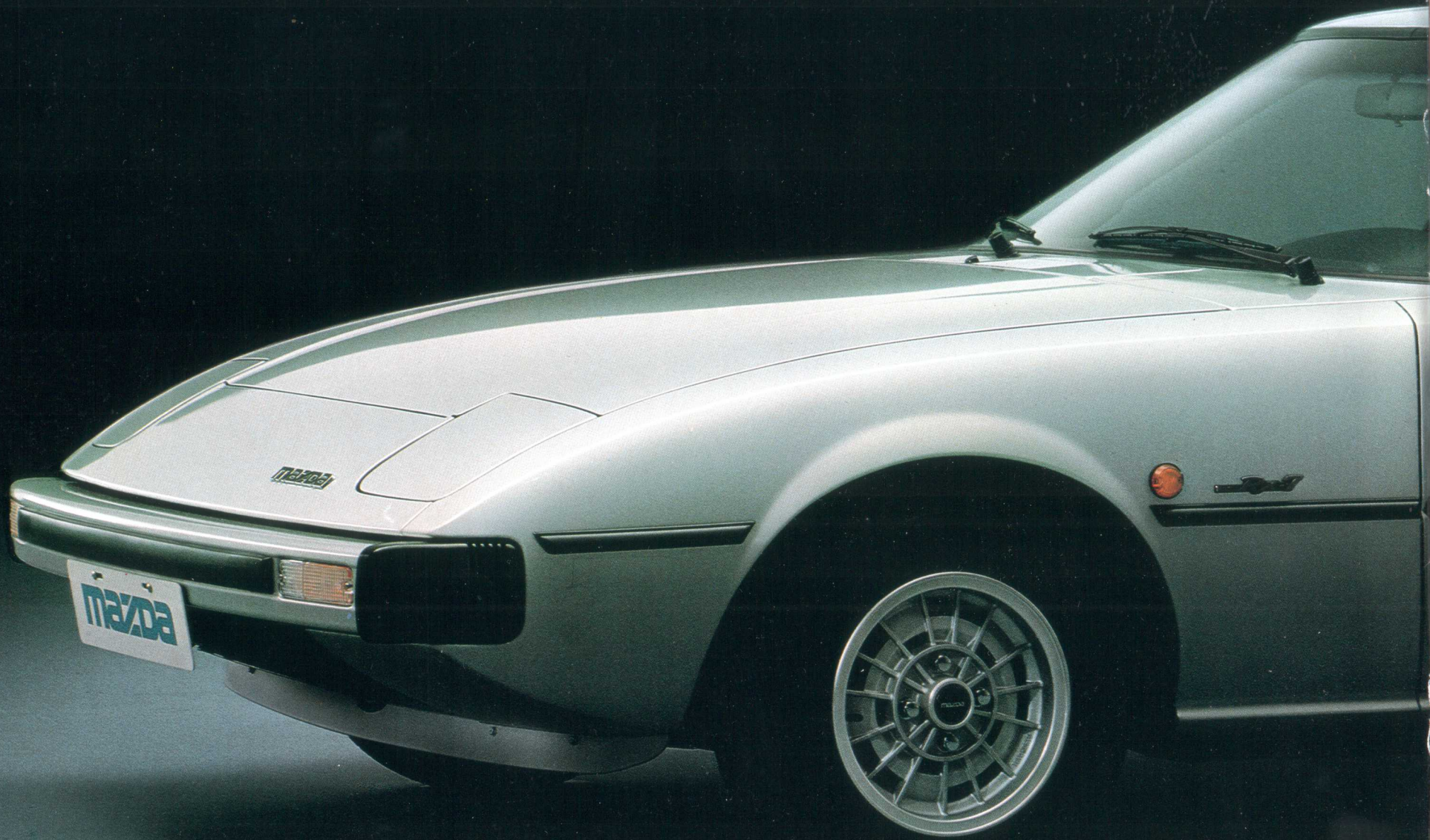
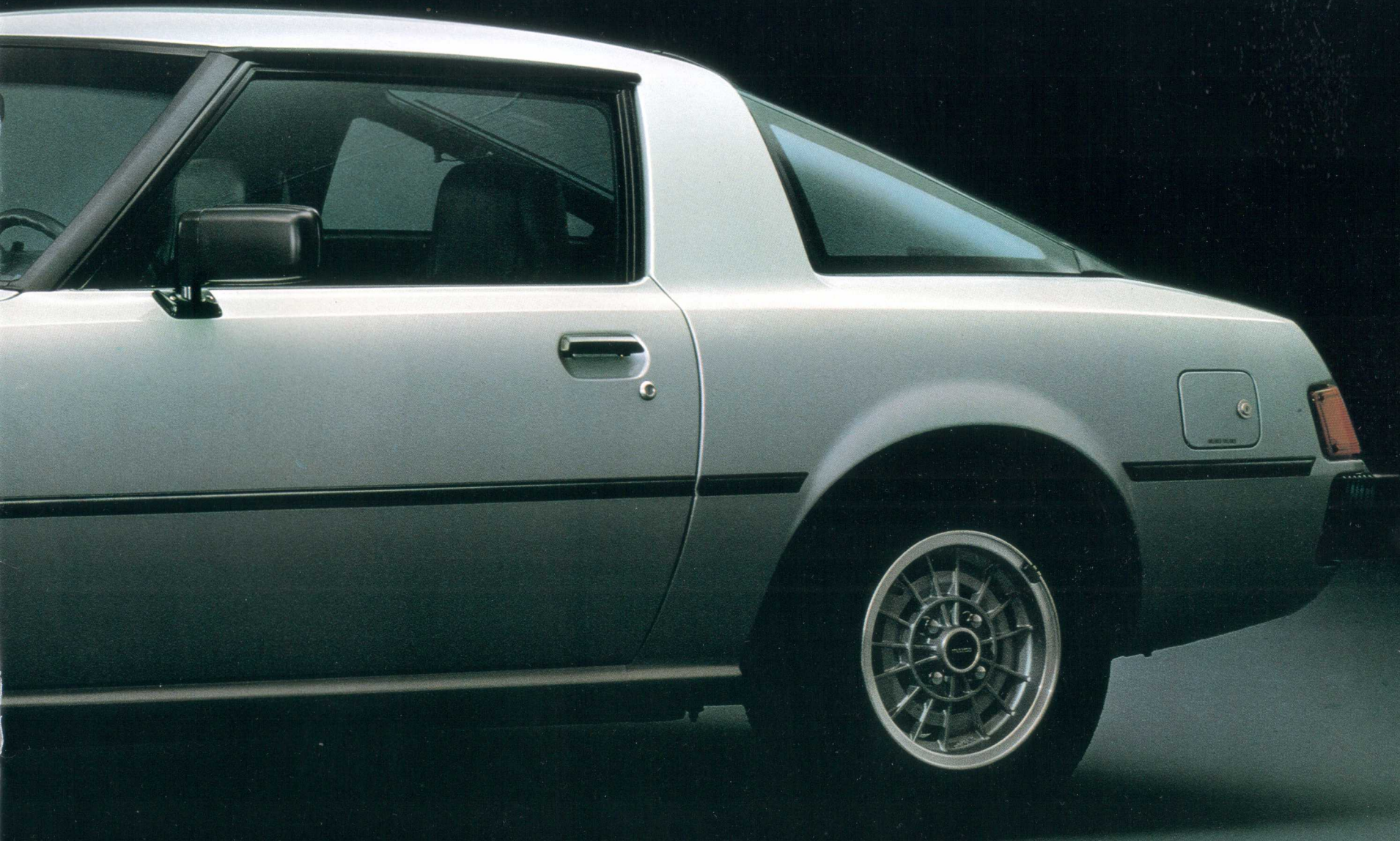


mazda



Mazda RX-7









Everything You've Ever Wanted in a True Sports Car

Once in a great while, a sports automobile becomes instantly famous for its performance, road manners and comforts.

Introducing the inspired Mazda RX-7.

It's a sports car that is all-Mazda and all-new from the drawing board up.

With its refined, inherently smooth, quiet rotary engine, sleek aerodynamics, smartly styled coupe body, balanced chassis and special features, the RX-7 emerges as a class of one in a very impressive class of sports cars.

Nearly ideal weight distribution and a very low centre of gravity achieved by positioning the compact engine behind the centreline of the front wheels give our roadhugger predictable handling and stable braking without the harsh ride of the usual sports car.

The Mazda RX-7. Everything a true sports car should be and more.



Cleared for Take-off

Fasten your seat belt and nose the aerodynamically shaped body of the Mazda RX-7 into your own jet stream of sporting consciousness.

Retractable headlamps and a sculptured design through wind-tunnel testing reduce the drag coefficient to a slip-stream figure of 0.36.

Wind vortices, and therefore wind noise, are minimal thanks to the exterior design and careful attention to detail.

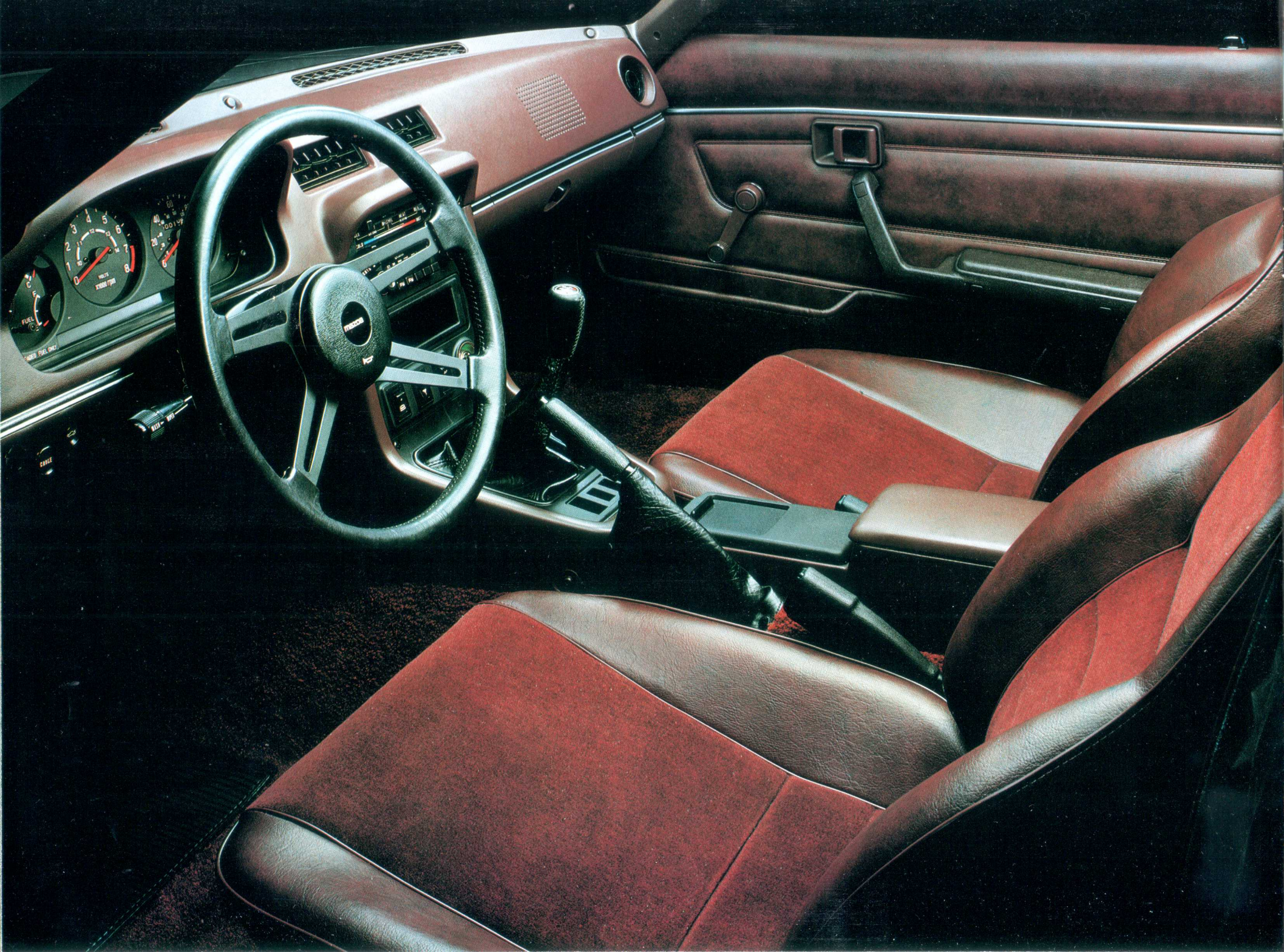
Note the colour-keyed bumpers integrated with the body and the distinctive, squared-off rear deck which incorporates a lift-up centre glass hatch and two triangular side windows.

The struts separating the three windows are an

integral part of the all-steel body, thus providing dimensional rigidity to the car.

And the aerodynamically designed rear window assembly resembles a jet canopy with its wraparound expanse of glass for better visibility.





Mission Control

The interior is designed to give you safe, total control of the Mazda RX-7 and to impart a relaxing, comforting sensation of actually being a part of the car itself.

Bucket seats with integrated head restraints are orthopedically contoured to provide firm

lateral support and comfort even on long trips.

The rear seat conveniently folds down to provide a spacious cargo area for sport or travel.

The dash is elegant and functional with a single pod containing three main instruments grouped directly in front of the driver.

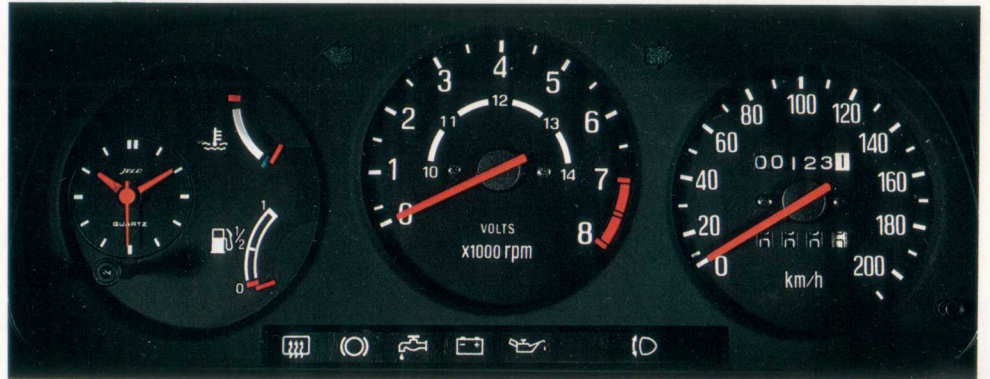
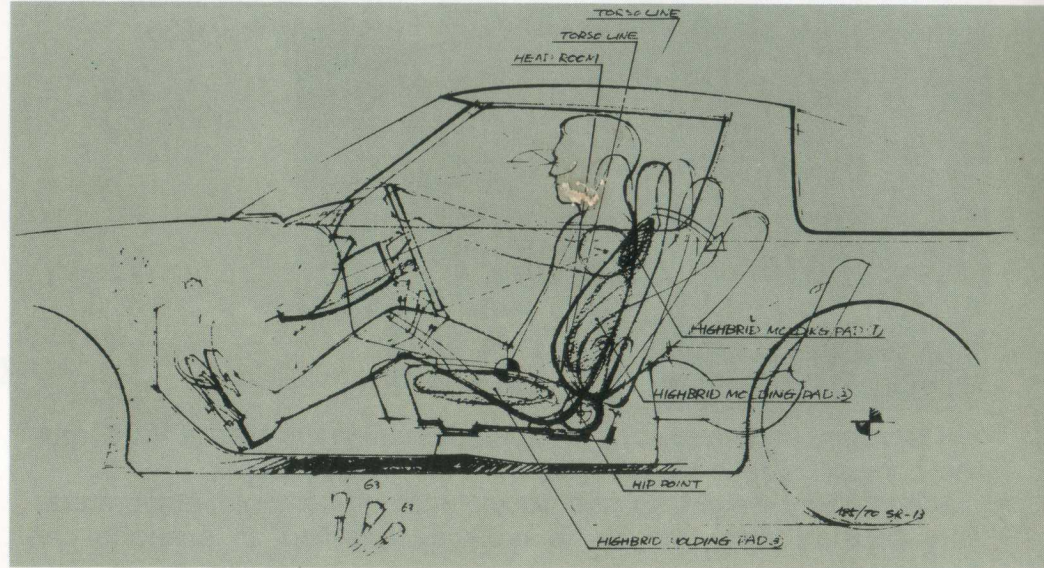
A voltmeter is located in the centre of the tachometer. The tachometer needle thereby indicates

the battery charge before starting the engine.

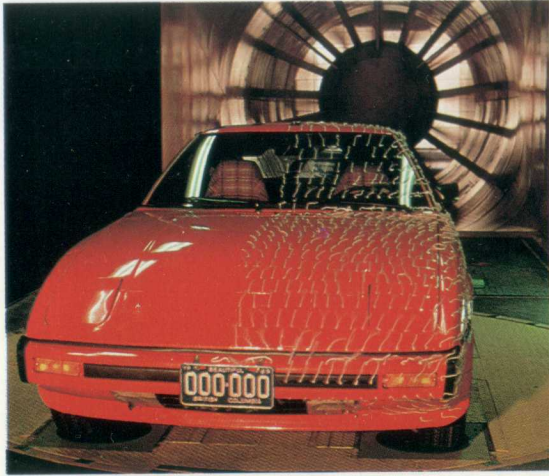
The steering wheel is a full 380mm in diameter.

A warning light panel under the instruments monitors eight functions — rear defroster, brakes, coolant level, dynamo, engine oil level, seat belts, headlamps and high beams.

All standard equipment on the Mazda RX-7.



DESIGN



The rakish good looks are sleek for function.

Disappearing headlamps and a sculptured wind-tunnel tested design reduce the drag coefficient to an extremely low 0.36.

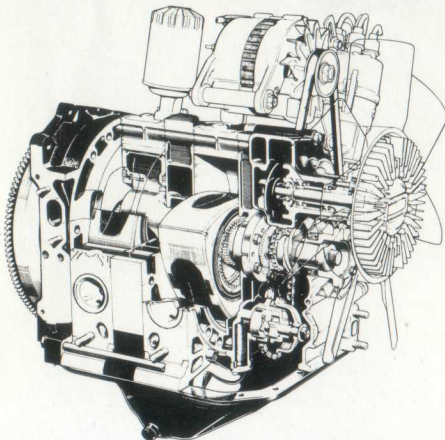
POWER TRAIN

The rotary engine realizes its true potential in the Mazda RX-7, and the compact size is ideal for the front-mid engine layout.

With its light weight, spirited acceleration and smooth, quiet operation, Mazda's rotary engine is uniquely qualified as a sports-car powerplant.

And its flat torque curve signals excellent driveability even at very low speeds without sacrificing superior performance.

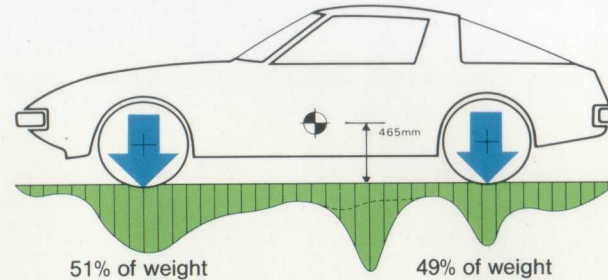
The rotary engine that powers the RX-7 is the culmination of 16 years of Toyo Kogyo's technological research as well as experience gained from the production of more than 1,000,000 rotary engines.



Mazda Rotary Engine: Licensed by NSU/WANKEL

LAYOUT

Ideal weight distribution, centralised weight masses and a low centre of gravity with a wide stance contribute to matching the rotary engine's performance with the chassis.



The engine is placed behind the front wheels to achieve a front-mid engine layout.

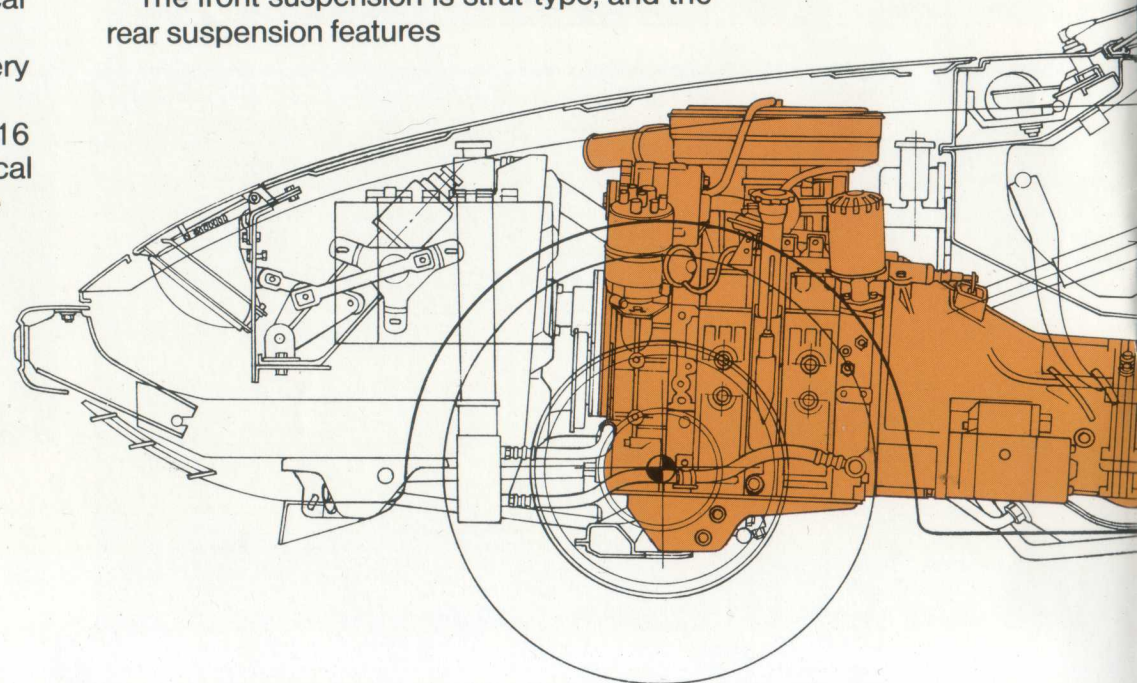
And the RX-7 handles like the sports car it knows it is.

CHASSIS

The chassis is designed for maneuverability and safety.

Our engineers achieved the direct and precise steering characteristics of rack and pinion steering with a recirculating ball and nut system while maintaining the recirculating system's benefits of light, smooth steering and road shock absorption qualities.

The front suspension is strut-type, and the rear suspension features

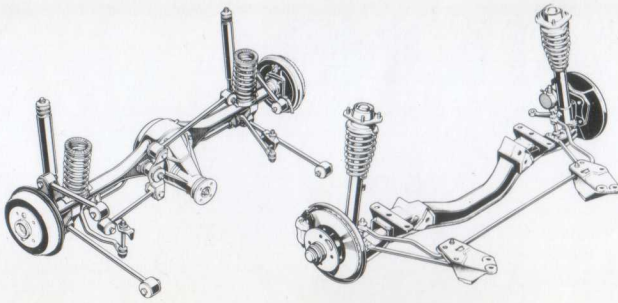


four trailing links with a Watt linkage for lateral location of the axle.

The riding comfort and superior handling characteristics of independent rear suspension are realized through a combination of features such as the Watt linkage which is attached to the front of the axle housing to minimize unbalanced lateral axle movement on turns.

A smaller kingpin offset contributes to lower steering vibrations, less road shock, better handling stability and more stable braking performance.

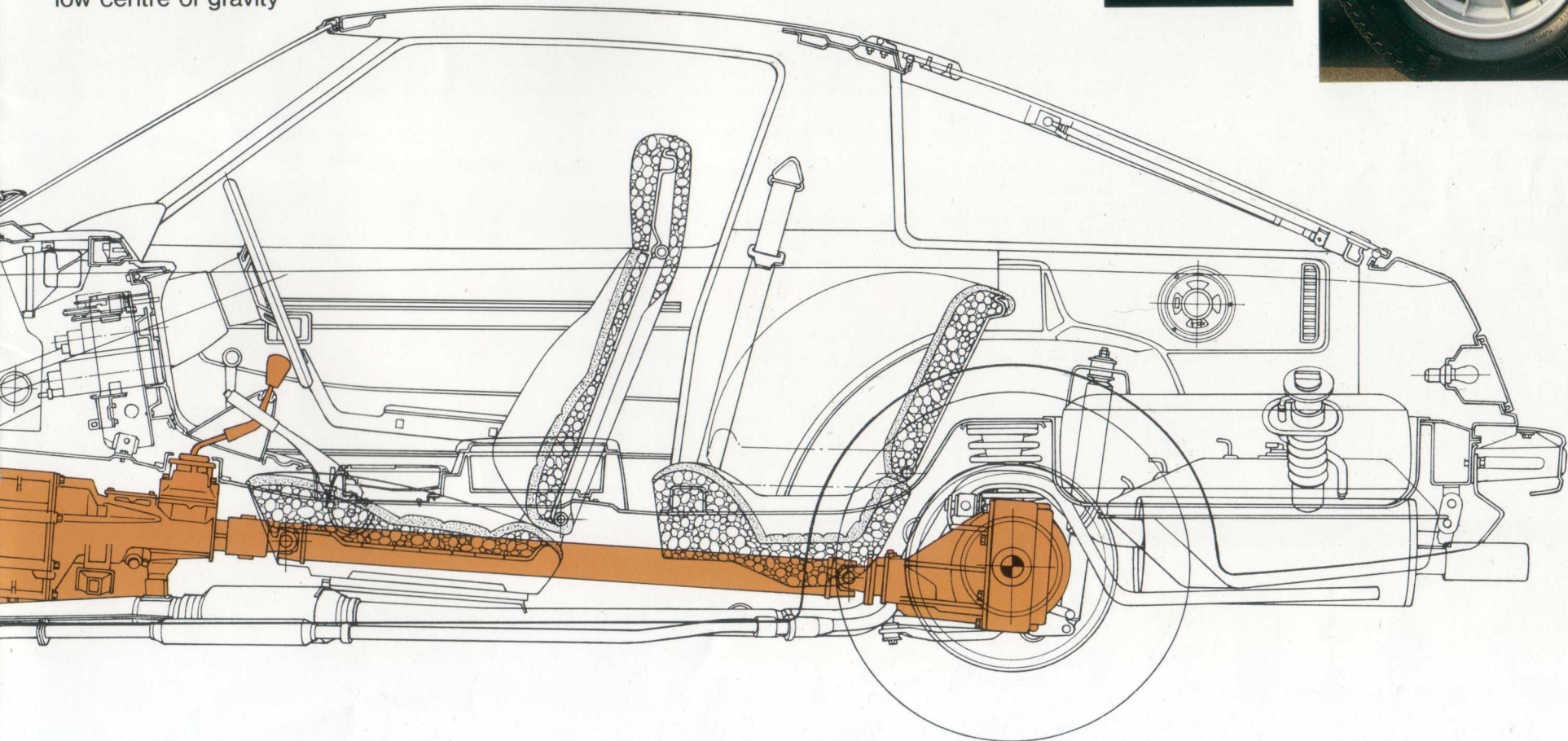
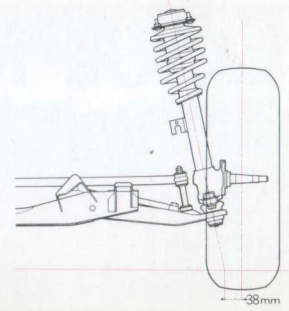
The low roll angle of the RX-7 is attributable to its wide stance and low centre of gravity



coupled with front and rear anti-roll bars.

The front brakes are ventilated discs, and the low centre of gravity keeps the weight transfer during braking to a minimum.

Lightweight, stylish aluminium wheels are optional equipment.



EQUIPMENT

Standard Equipment

5-Speed Manual Transmission
Power-Assisted Brakes (Front—Disc, Rear—Drum)
Breakaway Day/Night Inside Rear View Mirror
Laminated HPR Windscreen Glass
Tinted Glass All Around
Electric 2-Speed Wiper with Intermittent Operation & Washers
Electric Rear Window Defroster
Electric Remote Control Hatch Release
Glove Box Lamp
Luggage Hold-Down Straps
Foot Rest
Centre Floor Console with Storage Compartment & Armrest
Leather Covered 4-Spoke Steering Wheel
Lockable Glove Box
Tachometer with inset Voltmeter
Trip Odometer
Combination Control Lever
Door Window Demisters
Full Cut-Pile Carpeting
Reclining Front Bucket Seats
Halogen Headlights
Power-Boosted Flow-Through Ventilation
Front & Rear Anti-Roll Bars
Lockable Fuel Filler Door
Styled Steel Wheels with Rings
185/70 HR-13 Steel-Belted Radial Tyres
Quartz Clock
Door Trim with Pocket

Optional Equipment

Aluminium Wheels
AM/FM Stereo Radio with Power Aerial
Cassette Player
Air Conditioning

SPECIFICATIONS

ENGINE

Type Rotary, 2 Rotors in-line
Position Front-Mid
Displacement 573 x 2 cc
Compression Ratio 9.4:1
Maximum Power DIN 105 ps/6000 rpm
Maximum Torque DIN 14.7kg/m/4000 rpm
Carburettor Downdraft, 2-stage, 4 Barrel
Ignition System Transistorized High Energy Ignitor
Fuel Requirement Low-Leader

DRIVE TRAIN

Transmission Manual 5-speed, Synchromesh
Clutch Type Single Dry Plate with Diaphragm
Gear Box Ratio:
1st 3.674
2nd 2.217
3rd 1.432
4th 1.000
5th 0.825
Reverse 3.542
Final Drive Ratio 3.909

BODY & CHASSIS

Suspension:

Front Independent Struts, Coil Springs with
Anti-Roll Bar & Tension Rods
Rear Live Axle, Longitudinal, 4 Link Control
Arms, Watt Linkage Coil Springs,
Tubular Shock Absorber, Anti-Roll Bar

STEERING

Type Recirculating Ball & Nut
Ratio Variable 17 — 20:1
Turns (Lock to Lock) 3.7
Turning Circle 9.6m

BRAKE SYSTEM

Hydraulic, Dual Circuit with Vacuum Servo & Pressure Propor-
tioning By-Pass Valve
Front Ventilated Discs
Rear Drums
Parking Brake Mechanical, on Rear Wheels

WHEELS & TYRES

Wheel Steel 5J x 13
Aluminium 5-1/2JJ x 13
Tyres 185/70 HR-13 Steel radial

DIMENSIONS

Wheelbase 2420mm
Track:
Front 1420 mm
Rear 1400 mm
Overall Length 4285 mm
Overall Width 1675 mm
Overall Height 1260 mm
Ground Clearance 155 mm
Kerb Weight 1060kg
Fuel Capacity 55 l

All specifications described in this catalogue are subject to change without notice and may vary according to locale. Please consult the MAZDA dealer in your country.