

# MAZDA

1984 RX-7 SERIES

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In the spring of 1978, Mazda unveiled a car enthusiast's dream come true: A sleek two-seater that offered bonafide sports-car pleasures and performance at an affordable price. The revolutionary RX-7 had arrived. Today the world's only rotary-powered sports car is recognized as the benchmark for the breed. And America's best-selling

two-seat sports car. And a legend in racing circles as champion four consecutive times in the IMSA GTU Class. *Motor Trend* magazine has observed, "there's simply nothing else out there with the RX-7's combination of price, performance, quality and styling." And for 1984, Mazda intends to keep RX-7's legend growing.



ROTARY ENGINES PROVE  
A RACING ADVANTAGE  
IN A TOUGH  
COMPETITIVE WORLD.

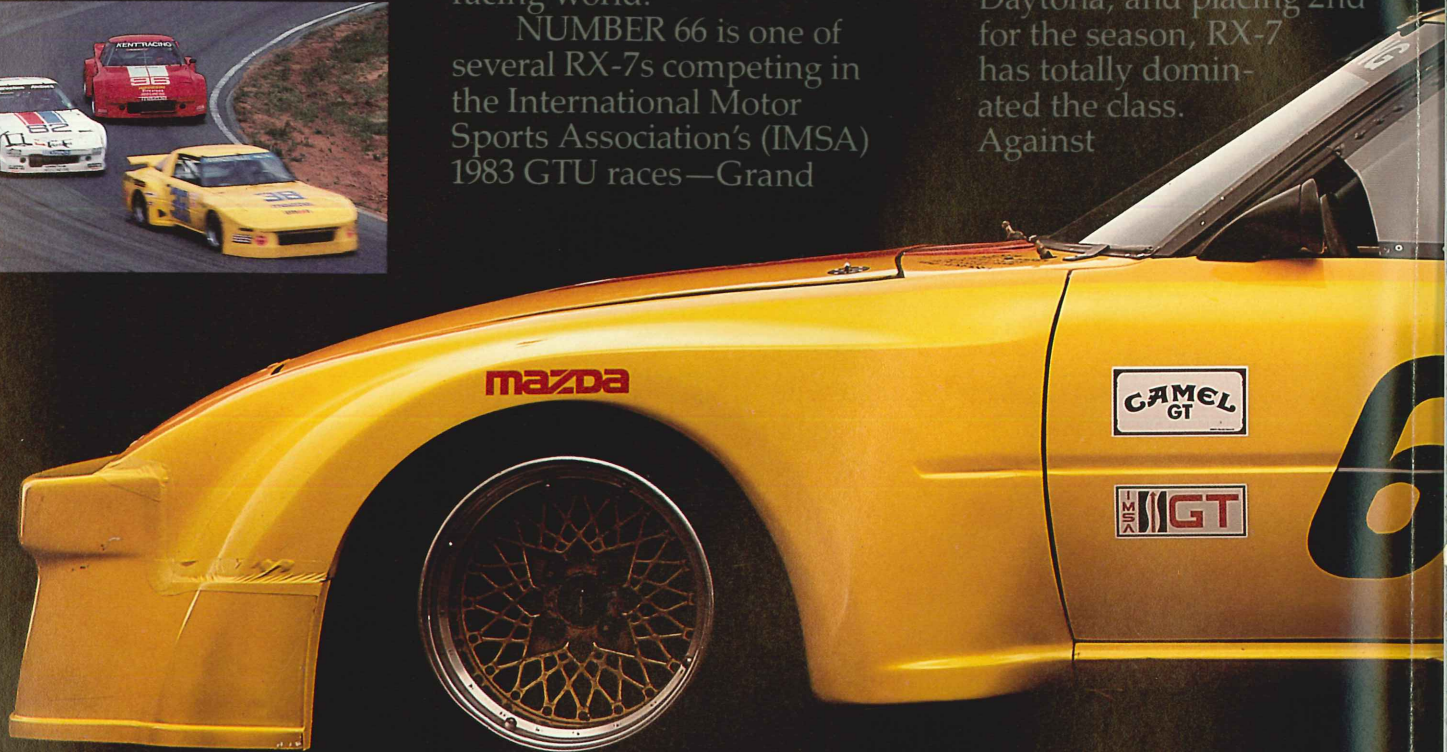


Here proudly stand three RX-7s—each powered by a modified Mazda rotary engine, each from a different racing world.

NUMBER 66 is one of several RX-7s competing in the International Motor Sports Association's (IMSA) 1983 GTU races—Grand

Touring Under 2.8 litres.

Since 1979—when RX-7s won their maiden race, taking 1-2 at the 24 Hours of Daytona, and placing 2nd for the season, RX-7 has totally dominated the class. Against



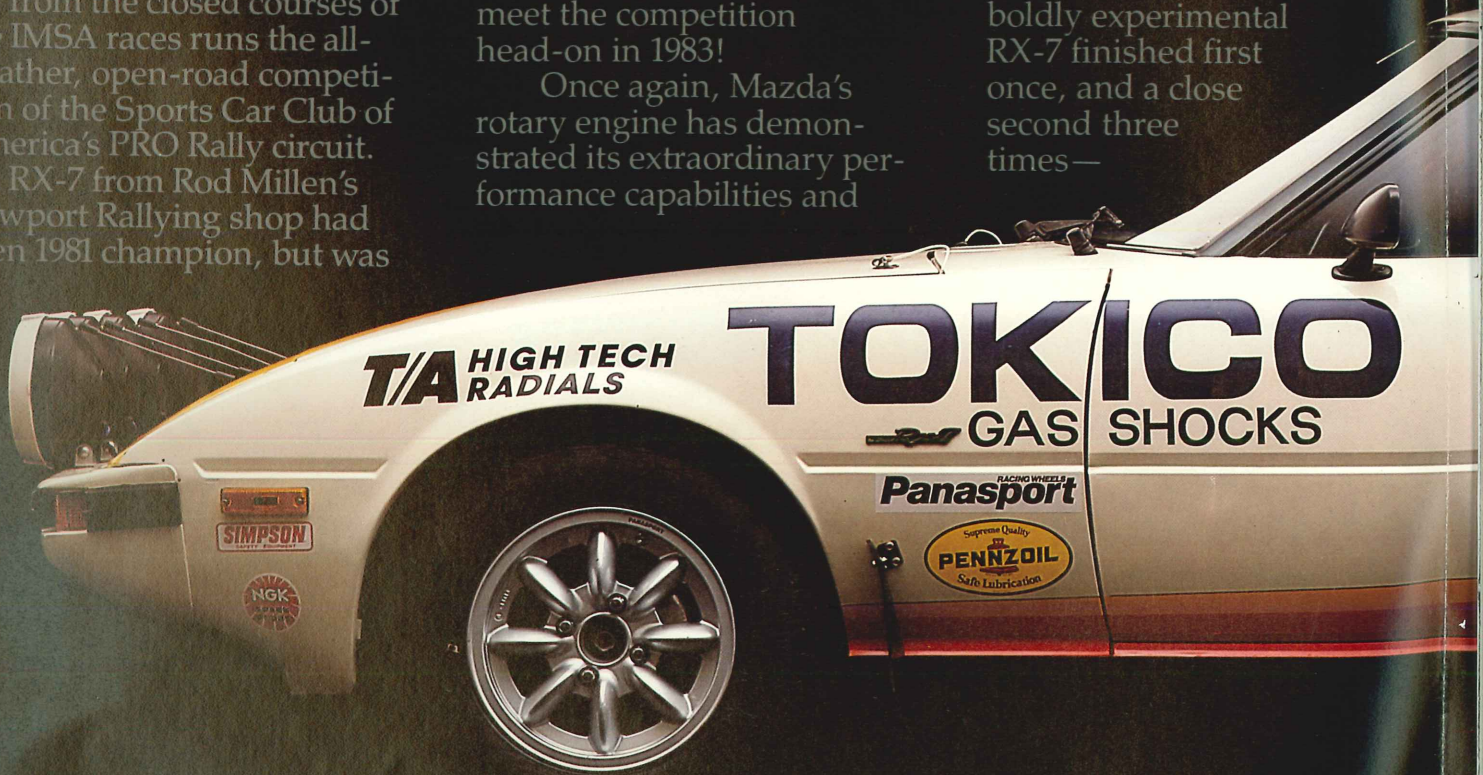
A DIFFERENT BREED  
OF RX-7 IN A DIFFERENT  
RACE WORLD.

Far from the closed courses of the IMSA races runs the all-weather, open-road competition of the Sports Car Club of America's PRO Rally circuit. An RX-7 from Rod Millen's Newport Rallying shop had been 1981 champion, but was

edged out in 1982 by a four-wheel-drive competitor. Millen's response: a *four-wheel-drive* RX-7 (below) to meet the competition head-on in 1983!

Once again, Mazda's rotary engine has demonstrated its extraordinary performance capabilities and

durability under the most challenging demands. Through four races in the first half of its shake-down season, Millen's boldly experimental RX-7 finished first once, and a close second three times—



such formidable competition as Porsche 911, BMW 320i and Datsun 280ZX among

others, RX-7 has emerged GTU Champion in 1980, 1981 and 1982, and had clinched a fourth straight championship in convincing fashion by mid-season, 1983.

NUMBER 7 is RX-7's 1983 entry in the IMSA GTO class—Grand Touring Over 2.8 litres. And for the second straight year, a Mazda RX-7 GTO making its first run in the 24 Hours of Daytona



before certain mid-season modifications were made to better utilize its versatile

rotary power.

Significantly, the rotary engine has more than met the new demands of another kind of competition—campaigning successfully against racers of



higher horsepower and displacement—the trademark of rotary engine efficiency.





roared to victory over more powerful BMW M-1s, Porsche

Carreras, 924 Carreras and 934s, and Chevrolet Corvettes, among others.

So it is in the tough world of racing—where extreme conditions are the only condition—that the performance and reliability of the rotary engine have become legend in a scant five years.



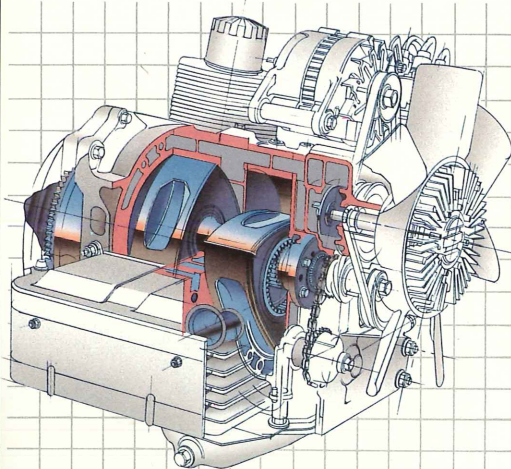
# 1984 RX-7

SPORTS CAR ENJOYMENT IS NO LONGER RESERVED FOR THE PRIVILEGED FEW.

RX-7 arrived six years ago to accolades from automotive editors and driving enthusiasts alike. Here was a sophisticated, serious-performance sports car, powered by a high-output rotary engine—yet it was priced below dozens of commonplace automobiles. “An enthusiast’s dream come true,” enthused *Road & Track* at the time.

Rotary magic mastered.

The heart of RX-7’s heralded performance is, of course, its unique rotary engine. Mazda alone has solved its formidable mysteries and developed the esoteric technology to produce compact, efficient engines of astonishing performance-to-weight capability.



The rotary made the RX-7 possible, and affordable. And now, for 1984, an exciting new RX-7 GSL-SE introduces a larger, refined rotary engine which makes possible significant improvements in RX-7 performance.

# RX-7

## S

IT HAS BECOME  
AMERICA'S STANDARD OF  
VALUE IN BONAFIDE  
SPORTS CARS.

It stands proudly as *Road & Track's* "Best Car for the Eighties" in its class—by unanimous vote of its editors. It is also perhaps the most performance per dollar you can buy today, for this is our lowest-priced RX-7.

Shaped by the wind.

On its mountain aerie, it looks almost poised for flight—and, indeed, its sleek lines were honed in a wind tunnel to a fine 0.34 coefficient of drag.

It also has near-perfect balance of weight between front and rear wheels—and it shines through on mountain curves, or in the real world of daily driving.

Balancing revs and mpg.

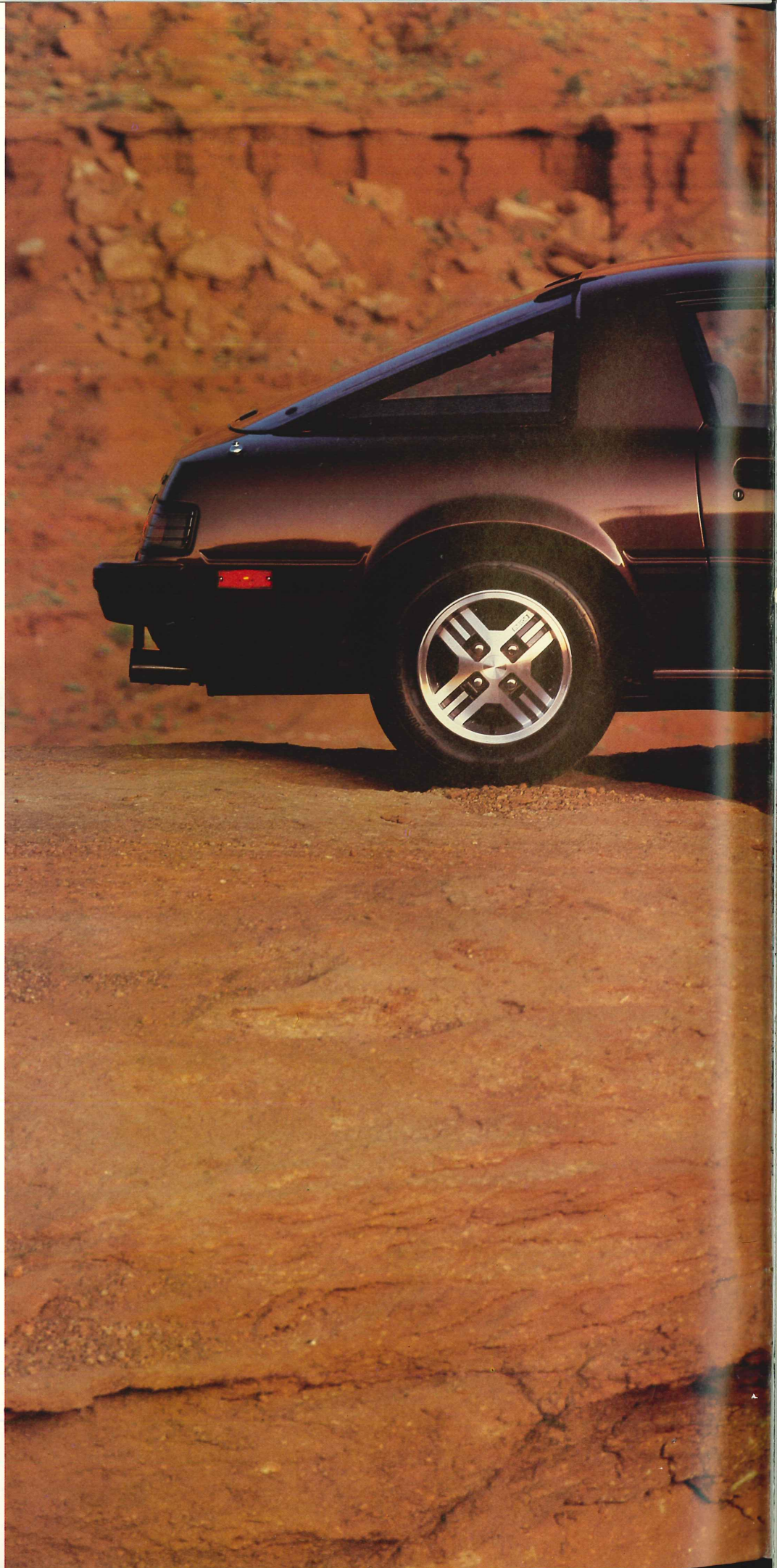
RX-7's rotary, as *Motor Trend* recently noted, "...loves to rev... With the smooth 5-speed box, this is among the most fun-to-use powertrains you can buy today." Yet this performance is balanced by surprising fuel economy:

29<sup>Est.  
hwy  
mpg</sup> 19<sup>EST.  
MPG</sup>

See page 21 for details.

If you're sports-car bent...

*Car and Driver's* 1983 Buyer's Guide comments, "...RX-7 is the car you buy when you have all the right instincts and are a person of good taste and character." Perhaps your day has come.







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## RX-7

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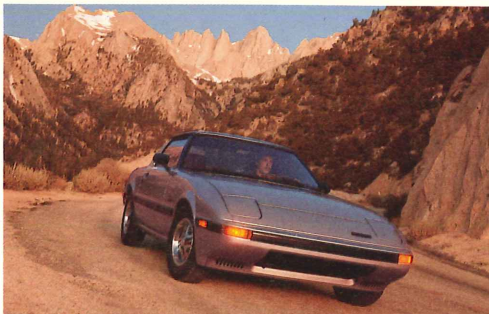
## GS

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AN ENRICHMENT OF  
THE EXTRAORDINARY  
VIRTUES OF THE  
BASIC RX-7.

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Having achieved the most sports car value and performance possible for the lowest price possible, Mazda ingenuity was faced with another challenge: How much more



sports car value, convenience and, yes, panache, can be added to the basic RX-7 to make it even more attractive for the least extra cost?

The result is GS, our most popular RX-7—vastly

enriched, yet still priced well below most other bonafide sports cars.

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New 4-speed  
automatic.

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Brand new for 1984 is an optional 4-speed over-drive automatic transmission now available only for GS and GSL. The 0.720 ratio fourth speed is combined







with an automatic lock-up between the torque converter and planetary gear set, for maximum fuel efficiency at cruising speeds. Still another Mazda refinement: A manual lock-out button that can cancel out both the overdrive and lock-up mechanism where desired for optimum response in your more serious maneuvering.

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A bolder footing, standard.

GS sports 185/70HR13 steel-belted radials to increase

its road grip; the high-tech look aluminum alloy wheels are a GS option that is hard to resist.



Another popular option for GS is shown above—a raisable, removable steel sunroof. Dial it up to let in air, or lift it out to let in the rays.

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Now for the GS extras...

The headlamps under the eyelids are the halogen type. The tinted windshield gains an upper sun screen. The dual sideview mirrors are electronically remote controlled. Even the driver's door handle gets more sophisticated—lift it at night when the door is locked, and a glow of light suddenly locates the keyhole for you.

There are many more, so turn the page and read on.

# S & GS INTERIORS

SIGNIFICANT  
REFINEMENTS IN  
DRIVING ERGONOMICS  
AND COCKPIT DESIGN.

Any RX-7 enthusiast will recognize the dramatic news inside the RX-7 for 1984—and much of it applies to the S as well as the GS.

A higher level of luxury and quality is reflected in the new patterned velour uphol-

stery and door trim treatment. The roof is lined with fabric instead of vinyl for a richer look. New, thicker cut-pile carpeting is in place—and wraps smoothly around the redesigned console.

No detail is too small.

The sunvisors, for example, are slightly increased in width. The seats now have finer adjustment to allow more precise angling of the seatbacks.

The passenger's seatback release is now located on the side nearest the driver, allow-

ing easier access to the stowaway locker behind that seat. And both lockers now can be locked with the ignition key—and each has its own locker light, which illuminates when the cover is lifted.

And all this, mind you, is newly standard on both.

The driver's command post.

A new, high-tech atmosphere surrounds you. New control clusters flank the new three-spoke softgrip steering wheel which facilitates the 10 o'clock/2 o'clock hand positioning. New low-level fuel



and washer fluid warning lights augment the electronic check panel.

Even the new softgrip shifter knob feels different—smoother, easier to quick-shift with various hand positions than the former pistol-grip configuration; a change confirmed by extensive testing with a panel of drivers.

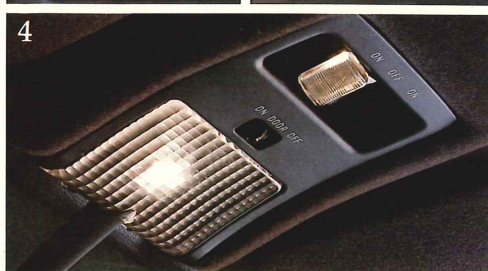
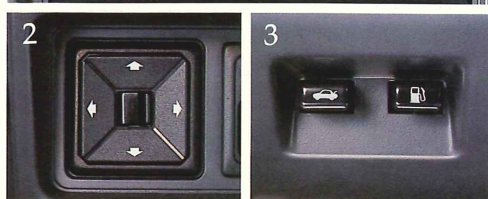
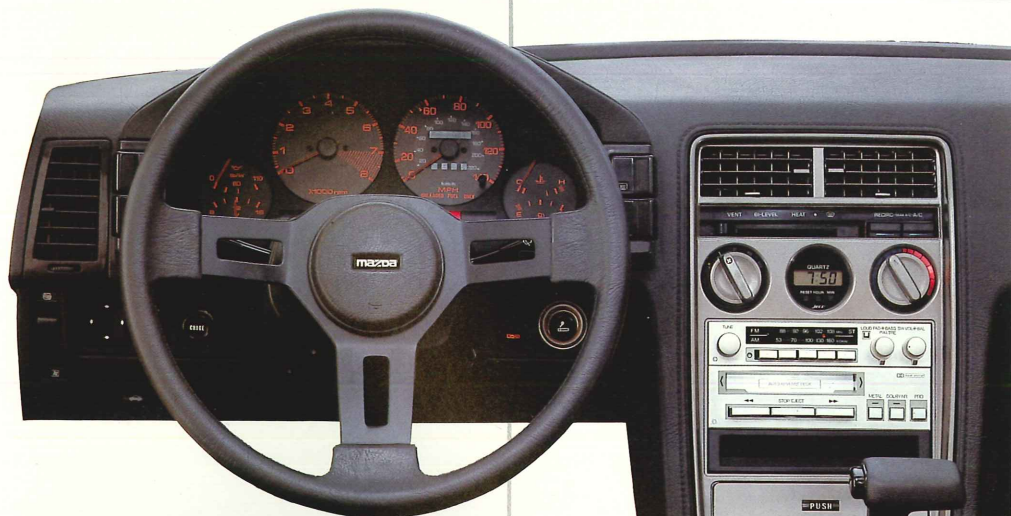
A totally redesigned console.

Heater and air controls have been redesigned from lever to dial type. Fan control has been increased to four speeds. Even the ashtray has been redesigned to open at a *touch*, not a tug. And all console components wear a gleaming new brushed metal effect.

All this, too, is standard on both S and GS. And more features are on page 20.

Where the GS differs.

A new component-type sound system, (1) standard, including AM/FM stereo full-control radio, Dolby-system cassette deck, dual cone 4-inch front speakers, dual 6-inch coaxial rear speakers, dual power amplifiers with 100-watt output, fader control and a power antenna.



The new redesigned RX-7 GS command center. Shown with new optional automatic 4-speed overdrive transmission.

The list goes on and on: Electronic remote adjustment for both sideview mirrors (2). A remote release for the rear hatch joins the one for the fuel door (3). A left footrest for the driver. A swivel-head map light usable by driver or passenger (4). Cargo light. Glove compartment light. Even illuminated ignition and driver's door keyholes.

A refined environment.

*Road & Track* previously found it "...comfortable to the mind as well as the body ... seat, steering wheel and shifter are so well placed that the uninitiated can practically drive by instinct..."

And that was before these new refinements for 1984 created still greater harmony between the RX-7 driver and an exceptionally willing road machine. It is this harmony which makes the *feel* of driving an RX-7 as natural as breathing.



# RX-7 GSL

HIGH PERFORMANCE  
MEETS HIGH LUXURY —  
ULTIMATE DRIVING  
REWARDS EMERGE.

Inevitably, there are those who lust for higher forms of performance and luxury within the rarified realm of rotary-powered sports car driving. For them, the GSL affords the ultimate driving rewards they seek with a cornucopia of exotic touches.



Performance pluses emerge.

For the enthusiast purists, GSL presents 4-wheel disc brakes and a limited-slip differential, giving it still

more capability in the most demanding driving modes.

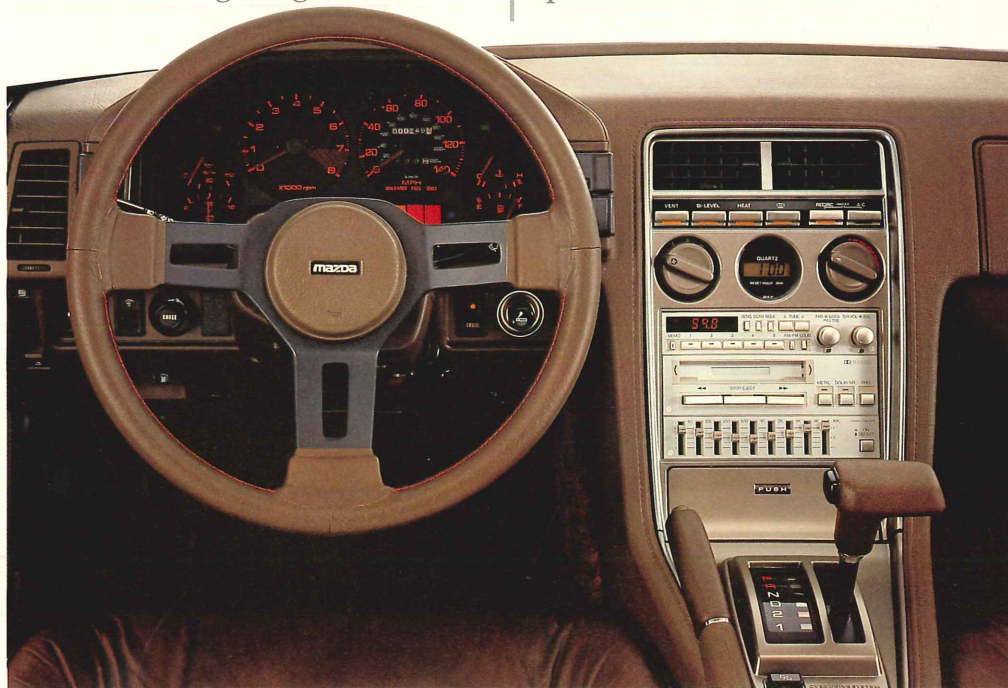
Those alloy wheels become standard, and the brawny 185/70HR13 tires come with raised white letters on the sides. Cruise control becomes a standard convenience for your highway cruising; so does the raisable/removable steel sunroof, and a rear window wiper/washer system.

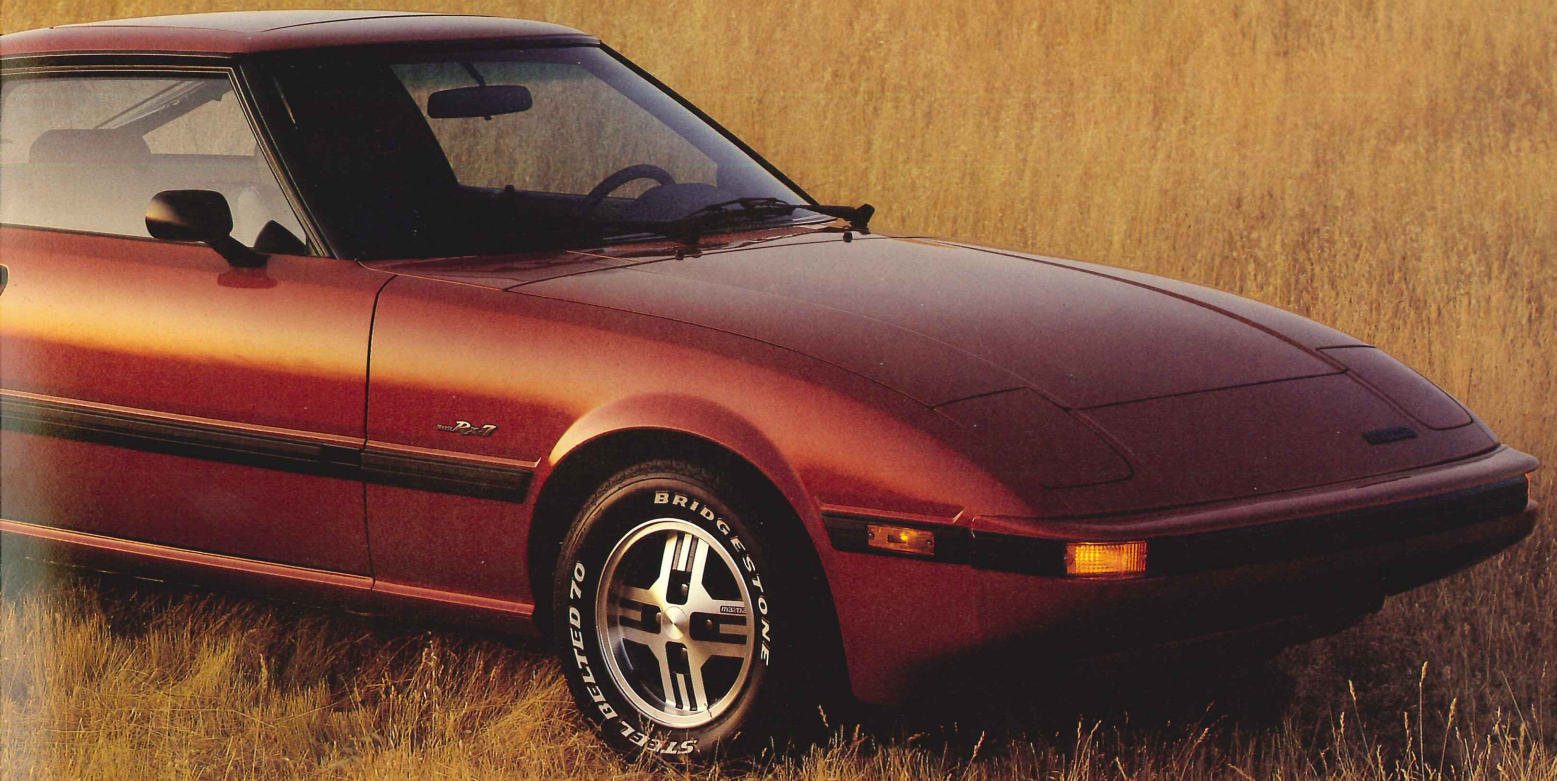
GSL's special options:

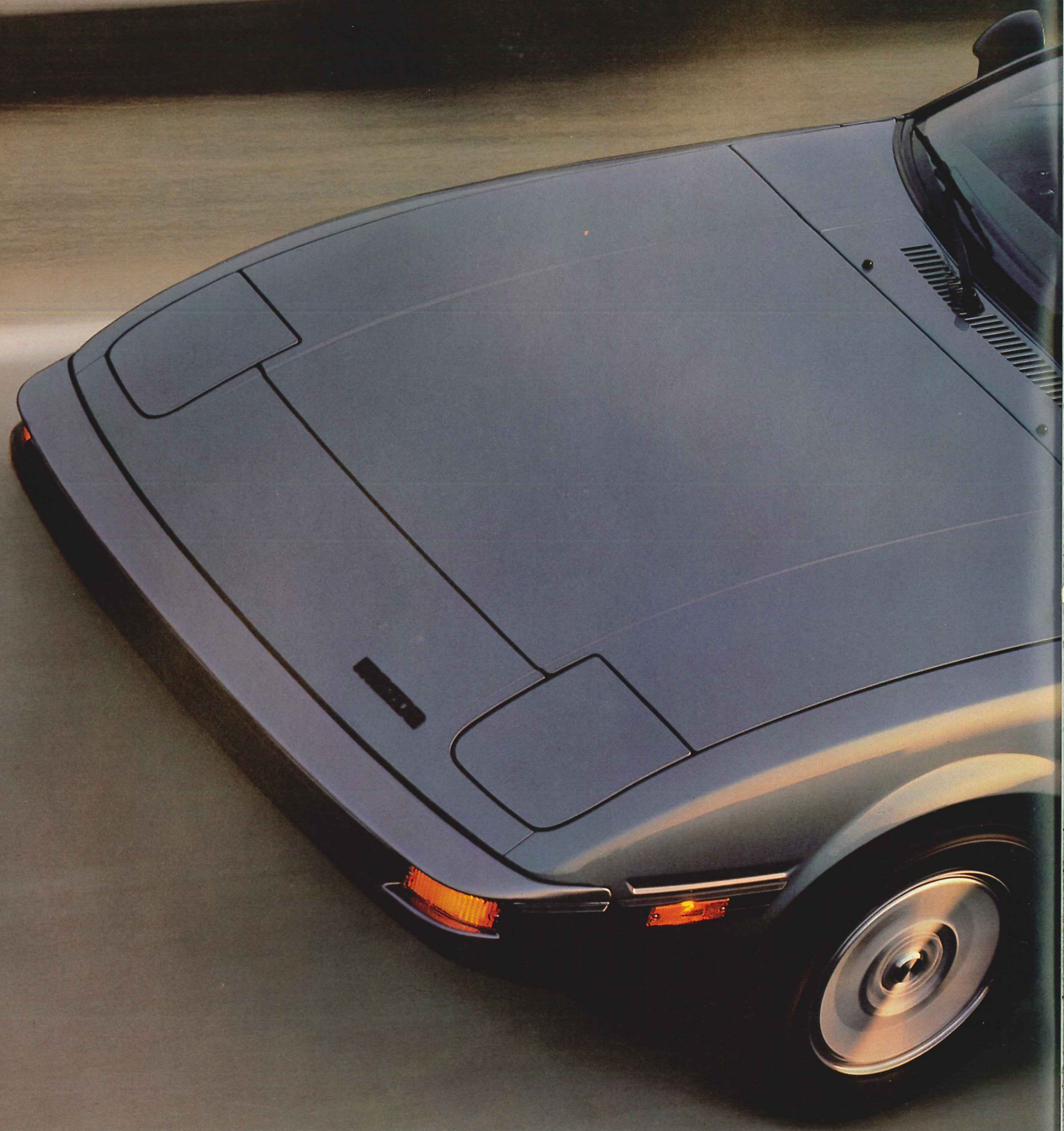
The GSL is the only other RX-7 to offer the optional 4-speed automatic transmission described on the GS pages. GSL also introduces another important new option: A sophisticated variable-assistance power steering. Its "as needed" help varies from parking to high-speed maneuvers, yet provides the road feel and response needed in a sports car.

As for the luxuries...

There are too many to be mentioned here, but they are on pages 16, 17 and 20. Suffice it to say that you will still find our premier GSL at its price a remarkable value.







## RX-7 GSL-SE

ENTER THE NEW AGE OF  
RX-7 PERFORMANCE  
WITH A NEW FORM OF  
ROTARY ROCKETRY.

"When you've really got it, you *don't* have to flaunt it" is the philosophy behind the understated look of our most exciting, fastest RX-7 ever. So it looks like any other—until

triggered into action.

True, the discerning eye will note the extra-large 14-inch alloy wheels and the low-profile Pirelli P6 rubber—and the discreet nameplate



on its rear. But there are no other indications that this new RX-7 is endowed with 34% greater horsepower, 24% more torque, and more scintillating performance throughout its rpm.

Refined rotary technology.

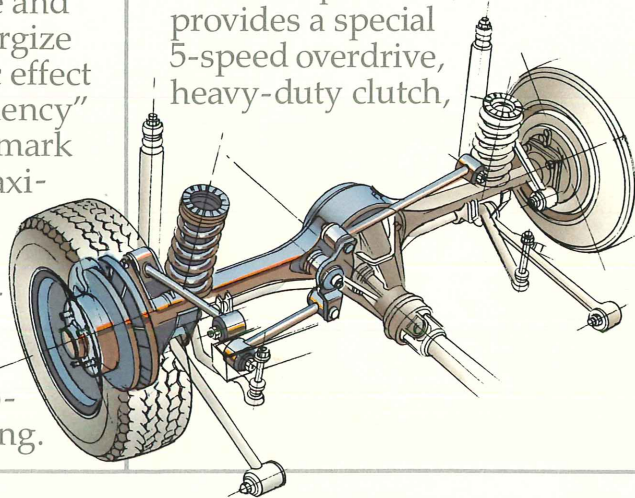
To achieve all this with a mere 14% increased displacement, Mazda engineers have created a myriad of refinements in rotary design: Sophisticated 6-port variable intake fuel induction system. New dynamic-



effect induction passage design. And an electronic, computer-controlled gasoline injection system. These and other innovations synergize into a positive dynamic effect upon "volumetric efficiency"—the engineer's benchmark for turning fuel into maximum power, response and acceleration with maximum fuel efficiency. And the resultant effect upon GSL-SE road performance is nothing short of electrifying.

**Companion componentry:**

To complement its new performance potential, the "SE" provides a special 5-speed overdrive, heavy-duty clutch,



a beefed-up suspension—and ventilated 4-wheel disc brakes as standard equipment.

**The new "SE" experience:**

Acceleration	GSL-SE
0-30 mph	2.6 sec.
0-50 mph	5.6 sec.
0-60 mph	8.0 sec.
0-80 mph	14.1 sec.
Standing	16.1 sec.
¼ mile	85 mph
Braking	GSL-SE
30-0 mph	41 feet
60-0 mph	141 feet
EPA/hwy mpg	29/18
(see details, page 21)	

# GSL & GSL-SE INTERIORS

THE HIGHEST LEVEL  
RX-7s OFFER AN  
EXTRAORDINARY  
AMBIANCE FOR DRIVING.

You've seen the mechanical  
credentials of GSL and  
GSL-SE on the previous  
pages—both are propitious

means to enjoy the dynamic  
pleasures of high-perfor-  
mance driving, without the  
heavy debits usually neces-  
sary to enter the exotic world  
of today's sports car.

Now consider the more  
personal aspects of these  
Mazda sports cars, and weigh  
the aesthetic rewards of  
choosing either of these  
higher forms of RX-7. For  
both have been appointed far  
beyond the norm for true  
sports cars, and into the  
realm of personal luxury cars.

Two new degrees of comfort.

The front of the driver's seat  
cushion is now adjustable to  
allow a more precise degree  
of thigh support and leg  
reach to the pedals. Combine  
this with the new finer-angle  
seatback adjustment, and  
what results is an uncanny  
degree of accommodation to  
the precise driving position  
you find most comfortable.

More nuances of luxury.

Once settled, the driver  
gazes and explores, noting





with approval the equipment at hand. Automatic cruise control, standard. Power windows, standard. Rear window wiper and washer system, standard. Raisable, removable steel sunroof, ditto. Handy center console storage compartment, *lined*. Glove compartment, *lined*. And what's this? The heater and air are *touch* controlled, with buttons for various operating modes and dials for fan speed and temperature settings—nothing to tug or shift. And air conditioning is standard for the GSL-SE.

All this, of course, is in addition to the many new items itemized for S and GS models: New steering wheel, control clusters and electronic check panel monitors. New fabric roof lining. Thicker carpeting. New door trim. Wider sunvisors. Lockable and illuminated stow-away lockers. Improved ventilation flow. And more.

#### Concert hall sound system.

Center stage in the console stands the new, brushed-metal faced, component-type sound system now standard for both GSL and GSL-SE. Atop the other units is a new electronic tuning AM/FM stereo radio, with 10-station pushbuttons, seek-and-scan tuning, and a memory. Below it, a new Dolby system cassette deck with metal tape selector, auto reverse and other hi-fi features. Below that, a nine-band graphic equalizer to custom-adjust the sound to your specific preference. On the lower console is a "joy-stick" control to balance sound from

the four-speaker system. And unseen, but definitely enriching the end product, are dual power amplifiers with 100-watt output, dual cone 4-inch front speakers, and dual coaxial 6-inch rear speakers. All this, plus power antenna, is standard.

#### Seats—optional, standard.

If you are one of many traditionalists who associate classic cars with classic leather seats, these RX-7s will not disappoint you. In their optional leather trim, not only are the seat facings soft, plump leather, but so are the door panel facings—and the steering wheel is wrapped in matching leather, as well.

The standard upholstery offers an understated elegance of its own. The fabric is a luxurious striped pattern velour in both models. In

GSL-SE standard seat trim: striped velour, contrasting solid velour bolsters. GSL has striped velour bolsters, as well.



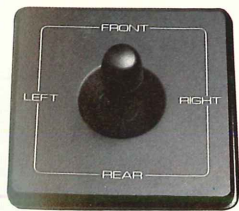
GSL models, the patterned velour is carried out over the bolsters and on the door panels. In GSL-SE, the bolsters and door trim are contrasted with the solid velour.

#### RX-7's supreme machines.

There are more special items, including a polite chime to remind you when the headlamps have been left on. Page 20 has all the details.

What you have here is a meticulously appointed environment, specifically designed to *heighten* your enjoyment of the aesthetics and ergonomics of sports car driving—an ambiance for *extraordinary* driving.

But the ultimate allure of these RX-7s lies in their ability to satisfy the enthusiast's quest for the unique Mazda Experience. The smooth hum and acceleration exhilaration of the world's only rotary-powered sports cars. And a sweet-handling command of the road, all in this refined ambiance of total luxury.



## ENGINEERING GUIDE TO THE INNER INTRICACIES OF RX-7 PERFORMANCE.

To RX-7 aficionados, this is a straightforward sports machine whose engineering holds few secrets, save one—its unique rotary engine.

The elements of its chassis, suspension and steering are—however impeccably executed—none-theless quite familiar to the engineering fraternity of the sports car world.

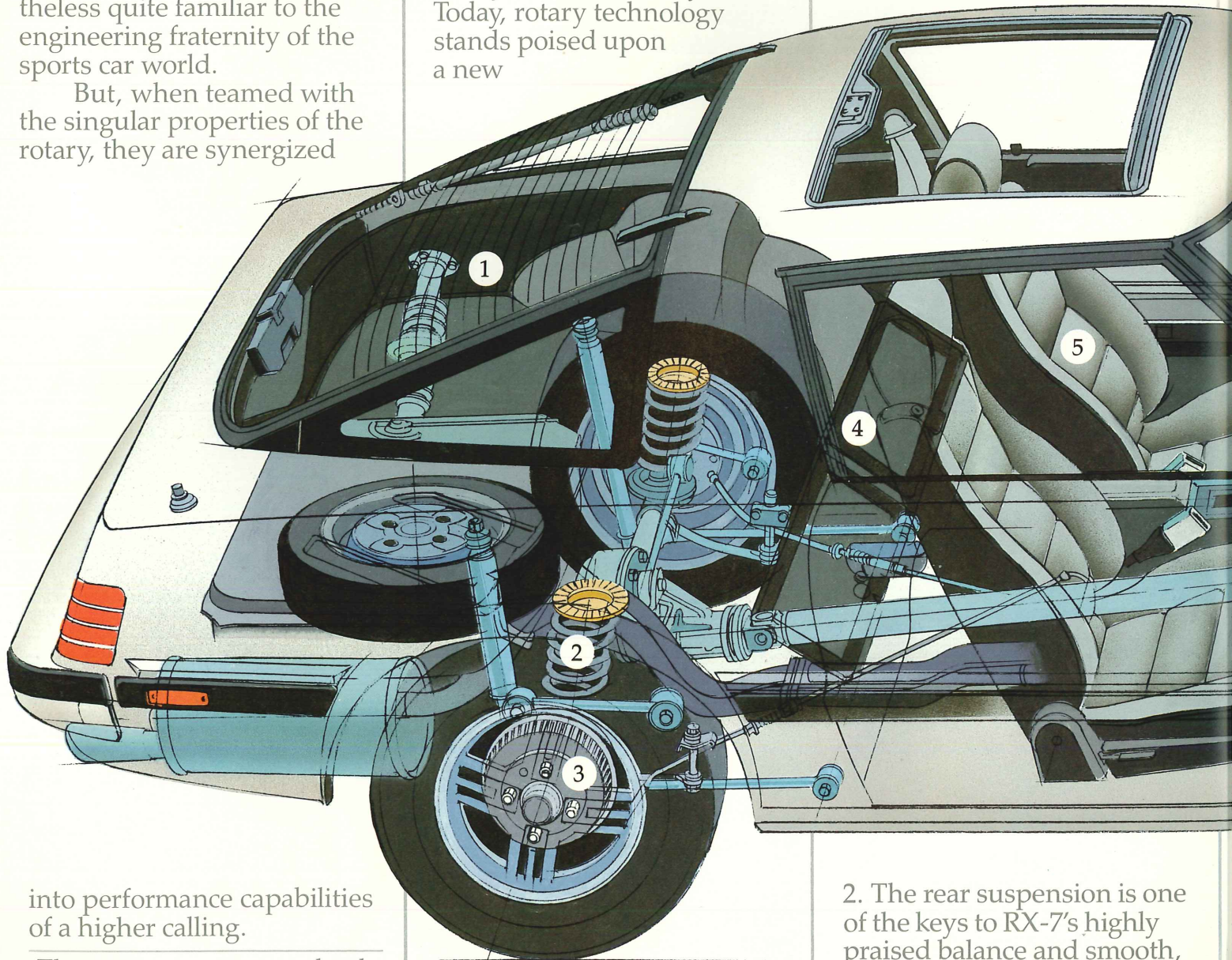
But, when teamed with the singular properties of the rotary, they are synergized

of the conventional reciprocating engine.

Yet it was judged “heretic” by engineering professors, “impossible” by other car makers—but wonderfully promising to the far-sighted planners of Mazda.

It took 16 patient years of innovative research and development, but Mazda ultimately unlocked the rotary’s secrets, one by one. Today, rotary technology stands poised upon a new

1. The cargo area under the large glass hatch offers a surprising 18.3 cubic feet of capacity. Newly redesigned H-shaped cargo tie-down straps are standard for all models, providing greater security. The wide, flat floor is cut-pile carpeted, and wide open to hold large luggage. The compact spare tire and jack are stored beneath its removable floor.



into performance capabilities of a higher calling.

The rotary concept resolved:

Its principle was brilliant: a simplistic power source with relatively few moving parts, delivering a continuous flow of power with none of the inherent vibration and inefficiency

threshold of efficiency and performance in its new GSL-SE version. And who knows now how many more breakthroughs lie in the future?

Meanwhile, the generic RX-7 stacks up like this:

2. The rear suspension is one of the keys to RX-7’s highly praised balance and smooth, unruffled behavior in helter-skelter driving. With a live axle positioned by Watt links, the four-link set-up starts RX-7 with a solid rear platform of stability. GSL-SE lower control arms are lowered 20mm to improve

road holding and grip. Coil springs mounted over the axle permit moderate spring rates yet a firmly controlled ride. Shock absorbers vertically mounted behind the rear axle provide maximum control of the rear end on rough roads. Rear stabilizer bar further aids stability and reduces lean.

3. Self-adjusting finned 7.87-in. diameter rear drum brakes are standard on S and GS; 9.29-in. discs, standard

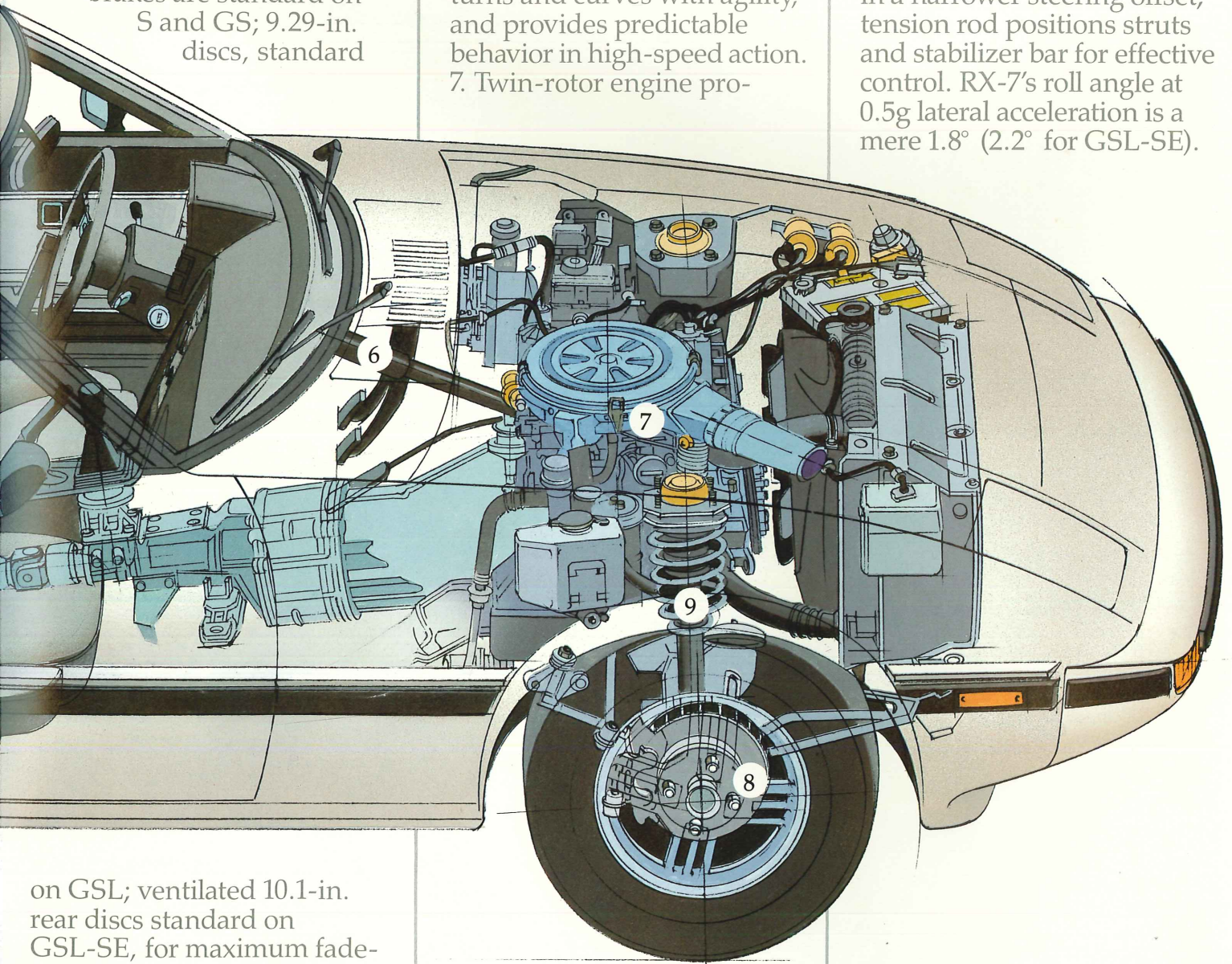
5. Roomy passenger compartment affords maximum headroom of 37.2 inches and 41.5 inches of legroom for the driver, plus 7.1 inches of seat travel adjustment.

6. Variable-ratio recirculating-ball steering system gives RX-7 the advantage of superior steering sensitivity and precision coupled with smooth, easy action. RX-7 snakes its way through tight turns and curves with agility, and provides predictable behavior in high-speed action.

7. Twin-rotor engine pro-

possible only from a Mazda rotary.

8. Ventilated 8.94-in. diameter front disc brakes standard; 9.84-in. diameter standard for GSL-SE. Large 8-inch vacuum servo provides power assistance; bypass pressure proportioning valves balance front and rear braking action. 9. Independent front suspension with tapered coil springs allows struts to be positioned in a narrower steering offset; tension rod positions struts and stabilizer bar for effective control. RX-7's roll angle at 0.5g lateral acceleration is a mere 1.8° (2.2° for GSL-SE).



on GSL; ventilated 10.1-in. rear discs standard on GSL-SE, for maximum fade-resistant high performance. Parking brake mechanically activated on rear wheels.

4. Stowaway lockers behind the seats are newly lockable and illuminated. Lined floors help protect valuables like cameras, binoculars, etc.

duces 101 hp @ 6000 rpm from just 70 cubic inches of displacement; the GSL-SE's new 13B rotary provides 135 hp @ 6000 rpm from 80 cubic inches displacement— incredible power-to-displacement,

Now, if all that technical detail didn't move you, the easiest alternative is to drive an RX-7 and get the translation first-hand on your favorite roads. RX-7 in action speaks a language any enthusiast can understand.

THE MORE YOU  
LOOK, THE MORE YOU  
LIKE WHAT YOU GET  
IN AN RX-7.

	RX-7 S	RX-7 GS	RX-7 GSL	RX-7 GSL-SE
Styled steel wheels	S	S	—	—
Wide aluminum alloy wheels	O	O	S	—
Performance alloy wheels (14-inch)	—	—	—	S
165HR13 steel-belted radials	S	—	—	—
185/70HR13 steel-belted radials	O	S	—	—
185/70HR13 raised white letter steel radials	—	—	S	—
P205/60VR14 Pirelli P6 raised black letter steel radials	—	—	—	S
Wide body side mouldings	S	S	S	S
Retractable headlamps	S	S	S	S
Halogen headlamps	—	S	S	S
Tinted glass	S	S	S	S
Windshield sunshade tinting	—	S	S	S
Electric rear window defroster	S	S	S	S
Rear window wiper/washer	—	—	S	S
Dual black sideview mirrors	S	—	—	S
Dual black remote control sideview mirrors	—	S	S	S
Remote control hatch release	—	S	S	S
Remote control fuel filler door release	S	S	S	S
Raisable/removable steel sunroof	—	O	S	S
Reclining bucket seats	S	S	S	S
Adjustable headrests	S	S	S	S
Patterned velour upholstery	S	S	—	—
Striped velour upholstery	—	—	S	S
Solid velour bolsters	—	—	—	S
Leather upholstery, door trim & steering wheel wrap	—	—	O	O
Driver's seat 3-position lumbar support adjustment	S	S	S	S
Driver's footrest	—	S	S	S
Driver's seat height adjuster	—	—	S	S
Side seat covers	S	S	S	S
Urethane-wrapped steering wheel (3-spoke)	S	S	S	S
Leather-wrapped steering wheel (3-spoke)	—	—	O	O
8000 rpm tachometer	S	S	S	S
140 mph speedometer/odometer	S	S	S	S
Oil pressure gauge and voltmeter	S	S	S	S
Resettable trip odometer	S	S	S	S
Warning lights and sounds	S	S	S	S
Multi-function electronic check panel	S	S	S	S
Cruise control	O	O	S	S
2-speed, intermittent-action wipers/washers	S	S	S	S
Day/night rearview mirror	S	S	S	S
Headlamps-on reminder chime	S	S	S	S
Side window demisters	S	S	S	S
Illuminated ignition keyhole	—	S	S	S
Map light	—	S	S	S
Cargo area light	—	S	S	S
Lockable glove compartment	S	S	S	S
Illuminated glove compartment	—	S	S	S
Power windows	—	—	S	S
Passenger vanity mirror	S	S	S	S
Full cut-pile carpeting	S	S	S	S
Dual storage compartments w/locks, lights	S	S	S	S
Full console w/armrest and box lid	S	S	S	S
Door map pockets	S	S	S	S
Illuminated cigarette lighter	S	S	S	S
Digital quartz clock	S	S	S	S
Illuminated driver's door lock	—	S	S	S
Power antenna	O	S	S	S
AM/FM full-control stereo radio	O	—	—	—
AM/FM stereo radio w/cassette deck	O	O	S	—
AM/FM ETR stereo radio w/cassette deck	O	O	S	S
9-band graphic equalizer	O	O	S	S
Automatic 4-speed overdrive transmission	—	O	O	—
Air conditioning	O	O	O	S

S: Standard O: Optional —: Not available

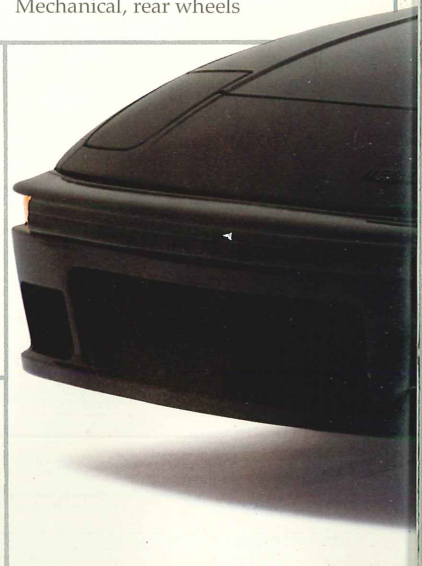
Engine	12 A/13 B S, GS, GSL/GSL-SE	Type	Rotary, twin rotors inline, water cooled
	Displacement, cu. in.		70/80
	Compression ratio		9.4:1
	Intake Ports		4/6
	Horsepower, SAE net		101/135 @ 6000 rpm
	Torque, SAE, lb.-ft.		107 @ 4000 rpm/133 @ 2750 rpm
	Fuel system	12A	Carburetor, 2-stage 4-bbl downdraft
		13B	Fuel injection, microchip computer controlled, 6 engine sensor monitors
	Fuel pump		Electrical
	Fuel requirement		Unleaded gasoline
	Fuel capacity		16.6 gallons
	Engine oil capacity		4.8/6.1 quarts
	Engine oil cooler		Thermostatically controlled
	Emission system	12A	Catalytic converter, air injection anti- afterburn and deceleration control
		13B	Catalytic converter, air injection closed loop system
	Cooling system		9.5 quarts, forced water circulation
	Electrical system		12 volt, fully transistorized ignition, maintenance-free battery

Drivetrain	Manual overdrive	Full synchromesh with hydraulic low-friction clutch (Heavy-duty clutch for GSL-SE)
	Automatic overdrive	Fully automatic with lock-up/ lock-out torque converter (Available GS, GSL only)
	Transmission ratios	5-speed Auto
	1st	3.622 2.458
	2nd	2.186 1.458
	3rd	1.419 1.000
	4th	1.000 0.720
	5th	0.807/0.758 —
	Reverse	3.493 2.181
	Final drive	3.933/4.076 3.933
	Drive system	Rear-wheel drive; limited-slip differential: GSL, GSL-SE.

Body/Chassis	Body	All-steel welded monocoque
	Front suspension	Independent, hydraulic double- action struts, tapered coil springs, stabilizer bar and tension rods.
	Rear suspension	4-link type, Watt linkage, coil springs, stabilizer bar, gas-filled shock absorbers. GSL-SE: Performance-tuned suspension.
	Steering	Recirculating ball type, variable ratio 17-20:1, (15.83:1 with power assist); 3.7 turns lock-to-lock (3.4 for GSL-SE, 3.0 with power assist); turn diameter, 31.5 feet (32.8 for GSL-SE and with power assist).
	Brakes, type	Power-assisted (8-inch servo), dual hydraulic circuits, proportioning- bypass valves.
	Front	Discs, 8.94 in. (9.84, GSL-SE)
	Rear	S, GS: Self-adjusting drums, 7.9 in. GSL: Discs, 9.3 in., solid GSL-SE: Discs, 10.1 in., ventilated.
	Parking	Mechanical, rear wheels

Dimensions, in.	
Length	170.1
Width	65.7
Height	49.6
Wheelbase	95.3
Track, front	55.9
rear	55.1
Ground clearance	5.7
Legroom	41.5
Headroom	37.2
Headroom w/sunroof	36.8
Shoulder room	51.4
Hip room	49.8

Curb weight, lbs.	
With 5-speed	2325
With automatic	2390
With auto, Cal.	2380
With air, add	55
GSL-SE	2512



**Limited Engine Warranty:** Mazda warrants that the basic engine block and its internal parts will be free of defects with normal use and prescribed maintenance for 3 years or 50,000 miles, whichever comes first, or Mazda will fix it free. This transferable, limited warranty is free on all new rotary-engine Mazda RX-7s sold and serviced in the United States and Canada.

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

Comparisons and magazine evaluations of RX-7 and other vehicles are based on earlier models. For 1984, competitive specifications, features and tests may be different, and subject to change from time to time.

Availability of specific options varies by geographic location, and may be available only in combination with other options. Also, specific options 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.

Est. hwy **29** mpg **19** EST. MPG

EPA estimates for comparisons. Your mileage may vary with trip length, speed and weather. Actual highway mileage will probably be less. GSL-SE: **18** EST. MPG.

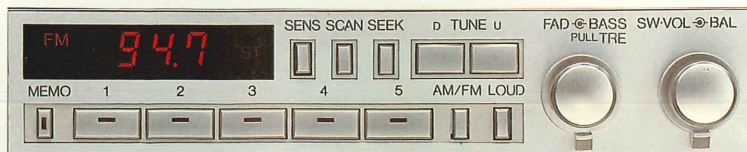
**Exterior colors**

Dover White • Persimmon Red Metallic • Sunrise Red • Sunbeam Silver Metallic • Tornado Silver (Charcoal) Metallic • Sparkling Black Metallic • Tender Blue Metallic • Havana Brown Metallic • Light Beige

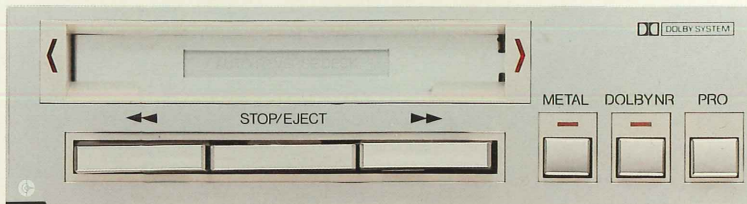
RX-7's "IMSA" appearance package includes front air-dam, rear spoiler, brushed-finish roof band. Available separately.



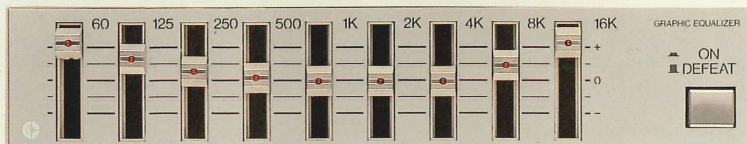
This new component-type full-control AM/FM stereo radio, standard in GS, is optional for S models. High-tech, brushed-metal finish, 5-station buttons.



New ultra-quality Electronic Tuning Radio with seek-and-scan, 10-station push-button control is also optional for S and GS models. High-tech look brushed-metal finish.



New component-type Dolby system stereo cassette deck adds an important dimension to your sound system. Metal tape, other features. Optional for S, standard on other RX-7s.



Premium-quality nine-band equalizer offers ultimate sound control for your system. Optional for S and GS models.

**CUSTOM TOUCHES YOU MIGHT LIKE TO ADD TO YOUR 1984 RX-7:**

Distinctive, practical rear-window louvers shield interior, add a sporty flair.



Luxurious new floor mats protect carpeting, coordinate with new RX-7 interiors.

More to consider: Air conditioning • Cruise control • Rocker panel mouldings.



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THE MORE YOU LOOK, THE MORE YOU LIKE.

