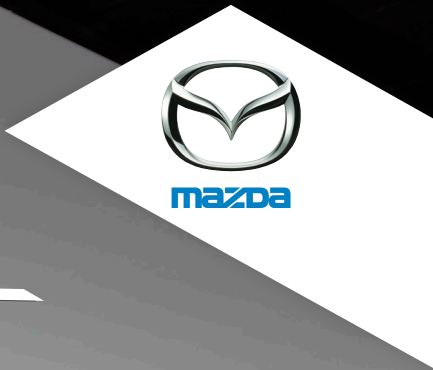


NEW LOOK
Mazda MX-5
PRESS KIT '15



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NEW-LOOK MAZDA MX-5

OCTOBER 2012

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NEW-LOOK MAZDA MX-5

MESSAGE FROM THE PROGRAM MANAGER

“Lots of Fun for MX-5 Fans around the World”

“Since the original MX-5 was launched in 1989, this front engine, rear-wheel-drive (FR) two-seater open-top lightweight sports car has continued to provide *Jinba-Ittai* or “rider and horse as one” and “Lots of Fun” in innumerable ways.

“In the 23 years since its introduction there have been great changes in economic conditions and in people’s values. For instance, sports car buyers have become much more environmentally aware and more interested in features aimed at protecting their safety.

“Within this period various lightweight sports cars have appeared on the market only to disappear again. Yet the MX-5 continues to hold a special place in the hearts of car enthusiasts around the world.

“As of May 2012, total production has reached 921,172 units, earning this icon of the Mazda brand a place in the Guinness World Records as the “Best selling two-seater sports car”.

“In an ongoing effort to enhance the “Lots of Fun” concept of the MX-5, our development teams worked to evolve and enhance the MX-5 in six areas; styling, touching, listening, driving, cornering, and braking.

“What we aimed for most with this upgraded MX-5 was to bring even greater pleasure, to viewing the styling, touching the surfaces, and of course to the driving experience. In terms of touching and styling, we evolved the design of the front view to convey a more aggressive look, which also contributes to aerodynamic performance.

“In the realm of driving, we strove to realise greater sophistication of the signature *Jinba Ittai* driving experience. Details include revising the control characteristics of the accelerator and brakes for greater precision and agility when decelerating and accelerating into and out of corners.

“Lots of Fun” is what sports car fans all over the world expect from the MX-5. The evolution and maturation of this concept was the mission of the development team. I feel certain that we have succeeded in fulfilling our mission with the new MX-5.”

Nobuhiro Yamamoto - Mazda MX-5 Program Manager

NEW-LOOK MX-5 DEVELOPMENT THEME

Advancing the concepts of “*Jinba Ittai*” and “Lots of Fun”

In addition to providing a sense of command over a spirited machine, the MX-5 offers the driver and passenger a sense of being intimately in touch with their surroundings.

Other dimensions are the pride conveyed by the MX-5’s attractive styling, the enjoyment of customising its appearance and function to suit personal tastes, and the joy of meeting friends in a car that’s so universally admired.

Fun is truly a distinctive MX-5 characteristic and Mazda carried over the basic “Lots of Fun” principles as important assets from the original MX-5. This encompasses both the technologies employed and the methods with which they are implemented.

Examples include the lightweight, high-rigidity two-seat open-top design of the body, the FR layout, the double-wishbone front and multi-link rear suspension systems, the powerplant frame (P.P.F.) which results in a highly rigid link between the transmission and the differential, and a design which minimises the weight of every component.



1. AT A GLANCE

Mazda MX-5

- Mazda MX-5 launched in October 1989, second-generation MX-5 in April 1998, third-generation in September 2005 with a facelifted model in 2009 and now in 2012.
- Over 920,000 sold worldwide, 16,000-plus in Australia
- Mazda MX-5 is Australia's only affordable rear-drive, two-seat roadster
- MX-5 has won 178 awards worldwide, including *Wheels Car of the Year* (1989 and 2005)
- *Guinness Book of World Records* lists MX-5 as world's best-selling open two-seat sports car

Design

- Low and wide, aggressive-looking front face that emphasises the three-dimensional depth of the front grille, as befits a sports car
- The new front fog lamp bezel design and new chin spoiler enhance aerodynamic performance
- Interior decoration panels are changed from matte dark silver to a glossy dark grey that imparts a depth of colour with shine, to create an ambience of higher quality and sportiness

Driving dynamics

- Improved brake and accelerator control characteristics deliver smooth transition from deceleration to acceleration, and a linear feel to the acceleration
- Relentless weight reduction continues to shed every possible gram from the car, including the wire harness and front bumper

Design Changes

The design of the front view has been made more aggressive, and improvements have been made to the look and quality of the interior.

Exterior and body colours

- An additional 47mm added to the depth of the front grille emphasises its three-dimensionality, while also lending the front a more aggressive presence and lower, wider look
- While the design conveys a sense of power and speed, highly detailed optimisation of the shapes of all components secures the outstanding aerodynamic performance for which the MX-5 has long been known
 - Shaping of the outer edges along the front and the angles of the sides of the front fog lamp bezels reduces air resistance due to wind separation
 - The corners of the front bumper flare out further, reducing the amount of air that strikes the front tyres
- The front license plate bracket is positioned entirely within the area of the front grille, creating a cleaner, more streamlined expression
- 17 inch alloy wheels on Roadster Coupe models have been updated with a stylish new gunmetal finish
- A new body colour, Dolphin Grey Mica replaces the discontinued Metropolitan Grey Mica. Other body colours are carried over from the previous model

Interior

- The dark silver decoration panels previously used and aluminium-finish steering wheel bezel are replaced by a glossy dark grey with depth and expression enhancing the feel of quality and the sporty look

Driving Dynamics

“Toitsukan” refines the experience of *Jinba Ittai*

The on-going pursuit of the MX-5's *Jinba Ittai* driving experience is aimed at achieving the sensation that the car is a natural extension of the driver's own body, whether driving slowly around town, manoeuvring winding roads, or enjoying a sporty drive.

For this upgraded MX-5, Mazda set out to further refine the *Jinba Ittai* driving experience by focusing on “*Toitsukan*” - a consistent and linear driving feel - to deliver smooth transition of G force when decelerating, turning and accelerating again as the driver negotiates corners.

To this end, Mazda enhanced the control characteristics of the accelerator pedal and the release of the brake.

Enhanced Accelerator Control Characteristics (on MT variants)

Mazda implemented measures to offer finer acceleration control characteristics that respond faithfully to the driver's will, from the point of take-off through until the desired speed is reached.

To deliver this enhanced sporty driving experience more precise settings determine the amount of acceleration in accordance with the amount the accelerator pedal is pressed on the MX-5 with manual transmission.

Specifically, the amount of throttle movement in response to the speed and degree with which the accelerator is pressed is divided into two categories. These are based on the amount the pedal is pressed initially and the range to which it continues to be pressed further.

The separate control on these two categories realises acceleration characteristics that faithfully follow the will of the driver.

The result is an enhanced feeling of linear acceleration, smooth vehicle movement, and greater control when accelerating from a reduced speed, such as after turning at an intersection.

The linear feeling of acceleration in response to accelerator pedal action when traversing winding roads delivers greater control over the vehicle for a highly enjoyable and satisfying *Jinba Ittai* driving experience.

Brake Return Control Characteristics (all variants)

To deliver easier and more precise control over the load on the front wheels from the time the driver decelerates and turns the steering wheel just before entering a corner through to the moment they move their foot from the brake pedal to the accelerator after reaching the clip point, Mazda revised the vacuum brake booster's hysteresis to enhance brake return control on both the automatic and manual transmission configurations.

The result is a smoother feeling when accelerating after braking, such as when turning at intersections, etc. Such precise brake control when enjoying a sporty drive makes it easier to attain the driver's desired vehicle speed, makes cornering with a stable vehicle posture easier, delivers smooth transfer between deceleration G and lateral G, and further evolves the MX-5 *Jinba Ittai* driving experience.

An Uncompromising Focus on Weight Reduction

As a lightweight sports car, weight reduction is a critically important theme for MX-5 development. The "gram strategy" involves scrutinising the design of each component millimetre by millimetre, for any opportunity to shave even a single gram of excess weight.

The MX-5 development team remained faithful to this task and achieved significant weight-savings in a number of areas.

Front bumper

Employing a new plastic material that is both lighter and more rigid, the thickness of the front bumper is reduced from 2.3mm to 1.9mm versus the previous model, and the weight is reduced from 3.2kg to 2.8kg.

2. PRICING

Prices listed in this press kit are correct as at the time of launch. For any updates to pricing go to www.autonews.net.au or www.autodeadline.com.au

New Mazda MX-5 Range

Manufacturer's List Price (or MLP)

Mazda MX-5 Roadster Coupe 6-sp manual transmission	\$47,280
Mazda MX-5 Roadster Coupe 6-sp automatic transmission	\$49,405
Mazda MX-5 Roadster Coupe Sports 6-sp manual transmission	\$49,885
Mazda MX-5 Roadster Coupe Sports 6AT6-sp automatic transmission	\$52,010

3. MODEL BY MODEL

Mazda MX-5 Roadster Coupe

- 2.0 litre in-line 4 cylinder 16 valve DOHC S-VT engine
- 118 kW @ 7,000 rpm (six-speed manual)
- 118 kW @ 6,700 rpm (six-speed Automatic)
- 188 Nm @ 5,000 rpm
- Six-speed manual
- Six-speed Automatic with paddle shift (optional)
- Power-retractable hard-top with rear window (glass) demister
- 17 inch alloy wheels
- Body coloured power mirrors
- Chrome exhaust extension
- Power windows
- Air-conditioning
- Cruise control
- Drilled aluminium pedals and footrest
- Height adjustable driver's seat
- Leather 'sports' bucket seats
- Leather-wrapped steering wheel, gear shift knob and handbrake handle
- Seat back style bars (silver)
- Tilt adjustable steering wheel
- 200 watt premium Bose® amplifier and speakers
- AM/FM tuner with 6-disc in-dash CD player (MP3 compatible) and 7 speakers
- Auxiliary input (3.5 mm MP3 player compatible)
- Steering wheel with audio and cruise control switches
- Airbags SRS: front and side
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Limited-Slip Differential (LSD) - manual only
- Remote central locking with retractable key
- Seat-belts with pretensioners and load-limiters

Mazda MX-5 Roadster Coupe Sports

The ultimate Mazda MX-5 takes the already brimming Roadster Coupe and customises it with the driving enthusiast in mind. RECARO sports bucket seats and stylish BBS alloy wheels set the Roadster Coupe Sports at the pinnacle of the New Mazda MX-5 range.

4. INTRODUCTION

What Roadster Driving Is All About

Mazda MX-5 offers roadster driving at its best. Its original concept has been so successful that Mazda has never changed it: affordable to buy and use, lightweight, *Jinba Ittai* 'one-with-the-car' handling, and classic roadster looks.

The third generation launched in 2005 was developed with a strict 'gram strategy', keeping weight the same while offering an even stiffer body and more equipment.

2012 marks the second facelift of the third-generation MX-5 with design and driving enhancements that will attract even more people to this unique, pure roadster.

This year marks the 20th anniversary of the Mazda MX-5, which is listed in the *Guinness Book of World Records* as the best-selling open two-seat sports car ever. More than 920,000 MX-5s have been produced since launch in 1989, and more than 16,000 units have been sold in Australia.



The MX-5 has won numerous major automotive awards in these two decades. The third-generation was no exception and carried home 58 awards – including *Wheels Car of the Year 2005*, *Japan Car of the Year 2005-2006* and *Top Gear* magazine's *Roadster of the Year 2005*.

In 2006, Mazda launched the MX-5 Roadster Coupe with a power retractable hardtop while keeping the unique roadster styling. The hardtop weighs only 37 kg including its folding mechanism and takes no additional luggage space, ensuring the same ideal 50:50 weight distribution and the same boot volume (150 litres) as the soft top.

Mazda MX-5 – Three Generations of Success

It was such a big step in the early 1980s to even consider building a roadster (which had pretty much died off a decade earlier) that it took nearly a decade to realise it. In 1986, after several years of careful evaluation, Mazda decided to build a compact, lightweight, front-midship engine, rear-wheel drive roadster.

On 9 February 1989 the first-generation Mazda MX-5 was launched at the Chicago Motor Show. The MX-5 had all the ingredients of a perfect roadster: it was lightweight, nimble and well-balanced and offered pure driving sensations. The MX-5's cute looks and pop-up headlights made it an instant hit with roadster fans around the world.

By 1993, Mazda's friendly little MX-5 triggered a rebirth of the two-seat roadster and was on its way to becoming a cult sports car. That year, Mazda introduced a new 1.8-litre engine with more power.



The second-generation MX-5 was launched in 1998, refining the original formula.



At the 2005 Geneva Motor Show, Mazda introduced the third-generation MX-5 Roadster. This version was the roomiest, best-equipped, most fun to drive and coolest-looking roadster Mazda had ever made.



Fans of the cult roadster didn't have to wait long for more to celebrate. In 2006, Mazda expanded the line-up with the Roadster Coupe, which had a power retractable hardtop and a distinctive look all of its own.

Mazda MX-5 Roadster Coupe

The MX-5 with retractable hard-top, called the Roadster Coupe, was introduced in 2006. Since then it has made open-top fun available to a new customers looking for the practicality and comfort that a hard-top roadster offers. Its unique look and retractable hard-top made it a hit from the start.



The top opens and closes in just 12 seconds -- among the fastest in the segment -- and does not take away any boot space when open. The retractable hard top weighs only 37 kg, including its folding mechanism. The MX-5 Roadster Coupe is agile and dynamic, maintaining its ideal 50:50 weight distribution and has a boot volume of 150 litres.

5. DESIGN

A More Aggressive New Look

New-Look MX-5 continues a design legacy that visually communicates driving enjoyment in a unique Mazda way. They literally express *Jinba Ittai*, oneness between car and driver, through their compact size and roadster proportions.

With the new model, designers have given the exterior an enhanced dynamic appeal using forms that improve aerodynamic performance and give a sportier, more aggressive look. The interior has been enhanced with trim changes to give a more premium look.

Exterior

An additional 47mm added to the depth of the front grille emphasises its three-dimensionality, while also lending the front a more aggressive presence and lower, wider look.

While the design conveys a sense of power and speed, highly detailed optimisation of the shapes of all components secures the outstanding aerodynamic performance for which the MX-5 has long been known.

Shaping of the outer edges along the front and the angles of the sides of the front fog lamp bezels reduces air resistance due to wind separation. The corners of the front bumper flare out further, reducing the amount of air that strikes the front tires

The front license plate bracket is positioned entirely within the area of the front grille, creating a cleaner, more streamlined expression

Interior

The dark silver decoration panels previously used and aluminium-finish steering wheel bezel are replaced by a glossy dark grey with depth and expression enhancing the feel of quality and the sporty look

Two-tone RECARO sports seats with leather and perforated Alcantara®* are featured on the seat trim of MX-5 Roadster Coupe Sports models.

* ALCANTARA® is a registered trademark of owned by ALCANTARA S.p.A, Italy.

MX-5 COLOURS

CRYSTAL WHITE PEARL MICA



DOLPHIN GREY MICA



STORMY BLUE MICA



TRUE RED



ALUMINIUM METALLIC



BRILLIANT BLACK



6. POWERTRAINS

Enhanced Performance Feel

The latest MX-5 facelift inherits the third-generation's lively petrol engine and precise-shifting manual transmission, with some further refinements to enhance the roadster experience.

Improved brake and accelerator control characteristics deliver smooth transition from deceleration to acceleration, and a linear feel to the acceleration.

Enhanced Accelerator Control Characteristics (on MT variants)

Mazda implemented measures to offer finer acceleration control characteristics that respond faithfully to the driver's will, from the point of take-off through until the desired speed is reached.

To deliver this enhanced sporty driving experience more precise settings determine the amount of acceleration in accordance with the amount the accelerator pedal is pressed on the MX-5 with manual transmission.

Specifically, the amount of throttle movement in response to the speed and degree with which the accelerator is pressed is divided into two categories. These are based on the amount the pedal is pressed initially and the range to which it continues to be pressed further.

The 2.0-litre petrol with six-speed manual transmission produces a maximum power output of 118 kW of power at 7,000 rpm and maximum torque of 188 Nm at 5,000 rpm.

A forged crankshaft ensures rigidity at higher engine speeds. Fully floating pistons with higher pin-boss reliability, revised valve springs that suppress valve 'bounce' that can occur at high revs, and higher-durability materials for the connecting rod bearings all combine for excellent reliability and performance feel.



The Mazda-developed six-speed manual transmission features optimised synchronisation that allows for quick and smooth gear shifting.

A More Exciting Engine Sound

All Mazda MX-5 facelift versions carry over the sporty engine sound which was introduced on the last facelift. The sound-creating elements – like the surge tank, the intake ducts and the exhaust system – were refined by Mazda engineers to give an even sportier and more distinct engine sound that varies noticeably according to driving situations and pedal input.

For the 2.0-litre petrol with six-speed manual transmission, an Induction Sound Enhancer (ISE) is added for an even sportier driving feel. This component delivers a stronger sound response and a more varied tone by amplifying the pulse sounds created when the throttle valve opens and air is aspirated.

This sound is transmitted to the dash panel through the air, but also to the dashboard, the outside dash top and the windshield frame through a special duct. The sound transmission to the outside dash top creates an even more intense sound when the roof is open.

Competitive Fuel Efficiency

For a car boasting an excellent performance feel, the MX-5 also offers competitive fuel economy. Both facelifted MX-5 models have a fuel economy rating of 8.1 litres per 100 km with 192 g/km of CO₂.

Six-Speed Activematic Transmission

Both models are available with a six-speed Activematic transmission. It includes a direct Activematic (DAM) function that allows manual gear shifts using paddles on the steering wheel without changing into manual-shift mode beforehand.

This gives a sporty driving feel and is especially practical on a downhill slope, when cornering or when passing a vehicle.

When the transmission's control system determines that the lower gear is no longer needed, it reverts to normal operation. The Activematic® also features an Active Adaptive Shift (AAS) function that monitors the road's gradient and curviness, accelerator and brake pedal inputs, rate of vehicle acceleration and how the roadster is being steered, to select optimal shifts.

This delivers linear, dynamic performance in line with driver intentions and results in fun and sporty driving with all the comfort and convenience an automatic affords.

When combined with the six-speed Activematic transmission, the 2.0-litre engine delivers 118 kW at 6,700 rpm and 188 Nm at 5,000 rpm; its rev-limit is at 7,000 rpm. This powertrain uses 8.1 litres of fuel and produces 191 g/km of CO₂.

7. CHASSIS AND SAFETY

Evolution of *Jinba Ittai*

With its ideal weight distribution, compact dimensions, superior steering and chassis systems, the MX-5 offers pure roadster fun. For the facelift version, Mazda has evolved the roadster's unique *Jinba Ittai* 'one-with-the-car' feel by enhancing its legendary nimbleness and controllability even further.

Evolving *Jinba Ittai*

The third-generation MX-5 was developed with the *Jinba Ittai* philosophy in mind. The expression can be traced back to the *Yabusame* ritual, where an archer shoots an arrow at a target while riding a horse. To hit the bull's eye, the rider and horse have to act as one – otherwise the arrow will miss its mark. Applied to the MX-5, *Jinba Ittai* means oneness between car and driver - the MX-5 reacts instantly to the driver's commands.

For the latest facelift version of the third-generation model, Mazda engineers enhanced *Jinba Ittai* even further.

"Toitsukan" refines the experience of *Jinba Ittai*

The on-going pursuit of the MX-5's *Jinba Ittai* driving experience is aimed at achieving the sensation that the car is a natural extension of the driver's own body, whether driving slowly around town, manoeuvring winding roads, or enjoying a sporty drive.

For this upgraded MX-5, Mazda set out to further refine the *Jinba Ittai* driving experience by focusing on "Toitsukan" - a consistent and linear driving feel - to deliver smooth transition of G force when decelerating, turning and accelerating again as the driver negotiates corners.

To this end, Mazda enhanced the control characteristics of the accelerator pedal and the release of the brake.

Brake Return Control Characteristics (all variants)

To deliver easier and more precise control over the load on the front wheels from the time the driver decelerates and turns the steering wheel just before entering a corner through to the moment they move their foot from the brake pedal to the accelerator after reaching the clip point, Mazda revised the vacuum brake booster's hysteresis to enhance brake return control on both the automatic and manual transmission configurations.

The result is a smoother feeling when accelerating after braking, such as when turning at intersections, etc. Such precise brake control when enjoying a sporty drive makes it easier to attain the driver's desired vehicle speed, makes cornering with a stable vehicle posture easier, delivers smooth transfer between deceleration G and lateral G, and further evolves the MX-5 *Jinba Ittai* driving experience.

An Uncompromising Focus on Weight Reduction

As a lightweight sports car, weight reduction is a critically important theme for MX-5 development. The "gram strategy" involves scrutinising the design of each component millimetre by millimetre, for any opportunity to shave even a single gram of excess weight.

The MX-5 development team remained faithful to this task and achieved significant weight-savings across the front bumper and wiring harness.

The suspension has been developed was revised to offer excellent roll performance and provide a natural feel when cornering. Advanced aerodynamics, especially at the front end, enhance stability and predictability at high speeds. Together, these updates make New-Look MX-5 even more thrilling to drive.

The third generation was launched with a stiffer and lighter body shell than the second-generation MX-5 it replaced. The facelift version carries on this tradition: it has high flexural and torsional rigidity and is roughly the same light weight as the original model, with an ideal 50:50 weight distribution.

New-Look Mazda MX-5 retains the double-wishbone front and multilink rear suspension systems, along with the MX-5's front-midship engine, rear-wheel drive layout with a stiff powerplant frame in the transmission tunnel.

This forms a rigid connection between the transmission and the rear differential to brace the chassis and suppress chassis deformation during sporty driving. MX-5 models equipped with the six-speed manual

transmission are fitted with a limited slip differential (LSD) that ensures optimum traction under all driving conditions.



Safety

The MX-5 facelift has the same outstanding active and passive safety package as the original third-generation model. Its brake system with 290 mm ventilated front discs and 280 mm solid rear discs delivers great brake pedal response and deceleration performance.

Ant-lock Braking System (ABS), Dynamic Stability Control (DSC) and Traction Control System (TCS) are standard on all models.

Passive safety includes a high-tensile steel cabin, ultra high tensile roll-over brace bars in the A-pillars, side impact protection and strong body floor cross members. Front airbags are standard, as are special two-chamber side airbags that help protect both the thorax and the head.

These are integrated into the seatback and are activated by a common gas generator and inflator, which inflate both chambers faster than some single-chamber systems, for excellent side protection.

8. COMFORT, EQUIPMENT AND CONVENIENCE

Quiet and Comfortable

The MX-5 is not only for driving with the top down. New-Look MX-5 carries over the many features that also make the MX-5 a comfortable place to be with the top up.

Improved Cabin Quietness

Stiffer door modules to control vibration at the side of the car and reduce the level of wheel resonance car contribute to improved cabin quietness.

The Roadster Coupe adds comprehensive measures to suppress road noise and support its premium character. The front suspension cross member is filled with urethane to lower the transmission of road noise to the cabin, and reinforcements were added to the No. 2 cross member. Vibration induced noise is also suppressed by the addition of damping material to the front-most section of the roof.

Taken together, these measures insulate passengers of the Roadster Coupe better from low frequency road noise and bothersome high frequency sounds. As a result, the interior noise of the latest MX-5 Roadster Coupe facelift at 60 km/h on a coarse road is the same as the model it directly replaces but 2.7 dB quieter than the original model.

Comfort and Ease-of-Use

The cabin of the MX-5 facelift model offers enhanced comfort. The door cupholders, for instance, do not protrude into the cabin, which provides more space to the occupants' legs. The armrests and the floor console lid are padded for added comfort.

The Roadster Coupe's retractable hard top is also one of the easiest to use. It opens and closes in just 12 seconds – one of the fastest of its kind – and does not reduce boot space when retracted. The soft top opens and closes manually in just a few seconds. The boot itself inherits the original model's size of 150 litres and can be opened easily by pushing a button either on the dashboard or on the remote key.

Value-packed with features and equipment

The Mazda MX-5 facelift has a long list of standard equipment, including leather seat trim, remote central locking, air-conditioning, seven speaker, six-disc Bose stereo with AUX-in jack, cruise control, power windows and mirrors, tilt-adjustable steering, driver's seat height adjust, and leather-trim on the gear shifter, steering wheel and handbrake lever.

The Mazda MX-5 doesn't skimp on active or passive safety with driver and passenger front and side airbags, Dynamic Stability Control (DSC) with Traction Control System (TCS), and antilock brakes, 17-inch alloy wheels and Limited Slip Differential (on manual models).

The range-topping MX-5 Roadster Coupe with optional Sports Pack adds RECARO sports bucket seats and striking 17-inch BBS alloy wheels.

Both New-Look MX-5 models can be optioned with Mazda's six-speed Activematic transmission, which includes steering wheel-mounted paddle shifters, for \$2,125.

Other options include a Bluetooth® phone system with voice recognition for hands free telephoning, which automatically mutes audio output during phone calls.



Premium Bose® Audio System – Updated for the New Mazda MX-5

Bose® and Mazda worked together to develop a refined premium audio system exclusively for the MX-5. It uses seven speakers, digital sound processing and six equaliser channels. Almost every speaker is now addressed by an individual equaliser channel which allows very precise sound tuning.

This Bose® system also uses crossover technology to differentiate the speaker's respective frequency range. The result is a more clearly defined, well-balanced sound free of distortion, even at high volume levels.

AudioPilot™ 2 noise compensation technology automatically adjusts the sound to current driving conditions. While the previous AudioPilot™ compensated only interior noise, AudioPilot® 2 works more precisely by adjusting to both interior noise and vehicle speed.

9. SPECIFICATIONS

		MX-5 Roadster Coupe	MX-5 Roadster Coupe Sports
Powertrain			
Engine type		2.0 litre in-line 4-cylinder 16-valve DOHC S-VT	
Engine capacity		1,998 cc	
Bore and stroke		87.5 x 83.1 mm	
Compression ratio		10.8 : 1	
Maximum power	man	118 kW @ 7,000 rpm	
	auto	118 kW @ 6,700 rpm	
Maximum torque		188 Nm @ 5,000 rpm	
Throttle control		Electronic (drive-by-wire)	
Fuel system		Electronic port fuel injection	
Fuel tank capacity		50 litres	
Recommended fuel		Premium unleaded (95 RON or higher)	
Fuel consumption (man & auto)	combined	8.1 litres per 100km	
Manual transmission		6-speed	
Activematic transmission		6-speed	
Gear ratio	1st - man/auto	3.709 / 3.538	
	2nd	2.190 / 2.060	
	3rd	1.536 / 1.404	
	4th	1.177 / 1.000	
	5th	1.000 / 0.713	
	6th	0.832 / 0.582	
	reverse	3.603 / 3.168	
	final drive	3.727 / 4.100	
Chassis			
Brake type	front / rear	Ventilated disc / Solid disc	
Brake diameter	front / rear	290 mm / 280 mm	
Steering type		Hydraulic power assist steering	
Suspension	front	Double wishbone	
	rear	Multi-link	
Turning circle	kerb to kerb	9.4 m	
Tyre size		205/45 R17	
Wheel type / size		Alloy / 17 x 7.0 J	

		MX-5 Roadster Coupe	MX-5 Roadster Coupe Sports
Exterior			
BBS alloy wheels		-	X
Door handles (body coloured with chrome inserts)		X	X
Exhaust extension (chrome)		X	X
Fog-lamps (front)		X	X
Front and rear bumpers (body coloured)		X	X
Green tinted windscreen, side and rear windows		X	X
Headlamps (halogen)		X	X
Metallic/mica paint		No cost option	No cost option
Power mirrors (body coloured)		X	X
Power retractable hard-top with rear window (glass) demister		X	X
Power windows		X	X
Suspension strut tower brace bar (front)		X	X
Interior			
Air-conditioning		X	X
Critical function warning lights/chimes		X	X
Cruise control		X	X
Cupholders		X	X
Digital clock		X	X
Door bottle holders		X	X
Drilled aluminium pedals and footrest		X	X
Glove box (lockable)		X	X
Instrument panel light dimmer		X	X
Interior illumination:	dome lamp	X	X
	cargo room lamp	X	X
	ignition key surround	X	X
Interior release for fuel filler door and boot lid		X	X
Leather-wrapped:	gear shift knob	X	X
	handbrake handle	X	X
	steering wheel	X	X
Lights-left-on audible warning		X	X
Low fuel warning light		X	X
Oil pressure gauge		X	X
Puncture repair kit and compressor		X	X
Rear console box (lockable)		X	X

		MX-5 Roadster Coupe	MX-5 Roadster Coupe Sports
Interior Contd.			
Seat trim:	leather ²	X	-
	leather ² /alcantara ^{*3}	-	X
Seat type:	sports	X	-
	RECARO	-	X
Seats with:	height adjustment (driver)	X	X
	integral head restraints	X	X
	rake and slide adjustment	X	X
Tachometer and electronic odometer/tripmeter		X	X
Tilt adjustable steering wheel		X	X
Vanity mirrors (driver and front passenger)		X	X
'Windblocker' aero board		X	X
Wipers (front) 2-speed with intermittent function		X	X
Audio			
AM/FM tuner		X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X
CD player, in-dash 6-disc (MP3 compatible)		X	X
Premium Bose® 200 watt amplifier and speakers		X	X
Speakers (7)		X	X
Steering wheel mounted audio controls		X	X

		MX-5 Roadster Coupe	MX-5 Roadster Coupe Sports
Safety			
Airbags SRS:	Front (driver & passenger)	X	X
	Side (front)	X	X
Anti-lock Braking System (ABS)		X	X
Crumple zones (front and rear)		X	X
Day/night rear vision mirror		X	X
Dynamic Stability Control (DSC) - switchable on/off		X	X
Engine immobiliser		X	X
High backed bucket seats		X	X
High mount stop lamp		X	X
Left-hand-side convex (wide angle) exterior mirror		X	X
Limited-Slip Differential (LSD) torque-sensing		manual only	manual only
One touch (down only) power window (driver and passenger)		X	X
Remote central locking (2 transmitters with retractable key)		X	X
Seat-belts with pretensioners and load-limiters		X	X
Side impact door beams		X	X
Traction Control System (TCS)		X	X
Dimensions			
Ground clearance	laden	118 mm	
Overall height		1,255 mm	
Overall length		4,020 mm	
Overall width		1,720 mm	
Track	front	1,490 mm	
	rear	1,495 mm	
Wheelbase		2,330 mm	
Cargo room	volume (VDA)	150 litres	
Kerb weight	man	1,167 kg	1,169 kg
	auto	1,177 kg	1,179 kg