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Mazda CX-7
OCTOBER 2009

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CX-7

NEW MAZDA CX-7

October 2009

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Prices listed in this press kit were correct as at the time of launch. For any updates to pricing go to <http://www.mazda.com.au/Forms/Mazda%20Pricing.aspx>

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1. A T A GLANCE

Since its introduction in 2006 the Mazda CX-7's combination of head-turning design, polished driving dynamics and spirited Zoom-Zoom performance has found favour amongst buyers.

The New Mazda CX-7 range has been developed in response to the diverse and changing needs of the Australian public. The model line-up has increased with the addition of two new powertrains meaning that SUV buyers now have more choice than ever before. With refreshed design and equipment added across the range, the CX-7 is perfectly placed to further enhance its reputation as one of the most sought-after vehicles in its class.

New Mazda CX-7 Range

- New Mazda CX-7 range has now been expanded to four models including two new powertrains
- New Mazda CX-7 Classic features a 2.5 litre naturally aspirated 4 cylinder petrol engine mated to a 5-speed Activematic transmission with drive being transferred through the front wheels
- The new Mazda CX-7 Diesel Sports is powered by a 2.2 litre turbo diesel engine mated to a 6-speed manual transmission with power being transferred via Mazda's Active Torque-Split AWD system
- The Mazda CX-7 Classic Sports and Luxury Sports models continue to be powered by the 2.3 litre DISI Turbo engine via a 6-speed Activematic transmission and Mazda's Active Torque-Split AWD system
- The design team responsible for the new CX-7 have produced a vehicle that offers more expressive and dynamic styling in line with other Mazda family members
- CX-7's refreshed interior and exterior styling combined with increased levels of equipment provide an enhanced experience for both drivers and passengers alike
- Mazda's engineers have worked extensively to increase body rigidity and further improve on CX-7's already impressive ride quality
- Enhancements to materials and insulation have resulted in improved NVH suppression
- A competitive combination of class-leading design, impressive performance and driving dynamics along with excellent levels of safety and comfort ensure that the CX-7 continues to offer impressive value for money
- MLP for CX-7 Classic is **\$33,990**, CX-7 Classic Sports is **\$38,990** (\$2,975 less than the previous model), CX-7 Luxury Sports is **\$45,990** (\$1,940 less than the previous model) and Diesel Sports is **\$43,640**
- Standard safety equipment across the range includes six airbags, DSC and reversing camera

Mazda CX-7 Global

- First introduced in 2006
- Sold in 50 countries
- Global sales of Mazda CX-7 have exceeded 188,000 units (as at July 2009)
- Mazda CX-7 has so far received 15 awards from key markets including the USA, Canada, Japan and Russia

Mazda CX-7 in Australia

- Mazda CX-7 was launched in Australia in November 2006
- Australian sales of Mazda CX-7 to date are in excess of 14,000 units (as at September 2009)

Marketing

- Australian buyers of CX-7 thus far have been young couples about to settle down, families with young kids or couples whose kids have finally left home. Mazda expects to continue to attract these types of buyers
- These CX-7 buyers are unified by the same mindset: to make the most of everyday
- Well-educated professionals aged between 30 and 50 and with a household income of over \$80,000, the typical CX-7 buyer is informed, involved and understands technology
- CX-7 customers are generally seen as looking for something different to conventional SUV's and wagons and are looking to express themselves through a vehicle which is more innovative, more exhilarating to drive and more edgy in its appearance
- Given the expanded range, it is expected that more new customers will be attracted to the Mazda CX-7

Sales

- Mazda Australia expects to sell an average of 400 units per month with the following model split (lifecycle average):

Mazda CX-7 Classic	30%
Mazda CX-7 Classic Sports	10%
Mazda CX-7 Luxury Sports	50%
Mazda CX-7 Diesel Sports	10%

Mazda CX-7 Range Highlights

Page 37: Full specification and equipment list.



Mazda CX-7 Classic

- **Manufacturer's List Price (MLP) \$33,990**
- 2.5-litre in-line four cylinder 16 valve DOHC petrol engine with 120kW and 205Nm
- Fuel economy of 9.4L/100km (combined cycle)
- CO₂ emissions 223g/km
- 5-speed Activematic transmission
- Front-wheel drive
- Dynamic Stability Control (DSC), Traction Control System (TCS), Anti-lock Braking System (ABS), Electronic Brake-force Distribution (EBD), Emergency Brake Assist (EBA), dual front airbags, dual front side airbags, dual curtain airbags
- 4.1-inch colour multi information display that integrates ambient temperature gauge, maintenance monitor, reversing camera and a trip computer comprising current and average fuel economy, fuel range and average speed
- Auto headlamps on/off, climate control air-conditioning, 6-disc in-dash MP3/WMA-compatible CD-player, AUX-in jack for MP3 player, cruise control, leather wrapped gear shift knob and steering wheel, power windows and mirrors, remote central locking, tilt and telescopic adjustable steering wheel and variable intermittent wipers
- 17 inch alloy wheels with 215/70 tyres, body coloured bumpers, side indicators in exterior mirrors, rear spoiler

Mazda CX-7 Classic Sports

- **Manufacturer's List Price (MLP) \$38,990**

Mazda CX-7 Classic equipment plus:

- 2.3 litre Direct Injection Spark Ignition (DISI) turbocharged in-line four cylinder 16 valve DOHC petrol engine with 175kW and 350Nm
- Fuel economy of 11.5L/100km (combined cycle)
- CO₂ emissions 273g/km
- 6-speed Activematic transmission
- Active Torque Split AWD system
- Newly designed 18 inch alloy wheels and front fog lamps
- Dual chrome exhaust

Mazda CX-7 Luxury Sports

- **Manufacturer's List Price (MLP) \$45,990**

Mazda CX-7 Classic Sports equipment plus:

- 4.1-inch colour multi information display that integrates ambient temperature gauge, Bluetooth® (hands-free compatible), maintenance monitor, reversing camera, satellite navigation and a trip computer comprising current and average fuel economy, fuel range and average speed
- Blackout instrument cluster, Bluetooth® audio, (MP3 player compatible), front seats with 3-position memory function (driver), 8-way power adjustment (driver), heating function (driver and passenger) and lumbar adjustment (driver), leather seat trim, premium Bose® amplifier and 9 speakers
- Newly designed 19 inch alloy wheels, chrome door handles, heated power mirrors and power sliding and tilt glass sunroof

Mazda CX-7 Diesel Sports

- **Manufacturer's List Price (MLP) \$43,640**

Mazda CX-7 Classic Sports equipment plus:

- 2.2 litre in-line four cylinder 16 valve DOHC intercooled turbo diesel with 127kW and 400Nm
- Fuel economy of 7.6L/100km (combined cycle)
- CO₂ emissions 202g/km
- 6-speed manual transmission
- 4.1-inch colour multi information display that integrates ambient temperature gauge, Bluetooth® (hands-free compatible), maintenance monitor, reversing camera, satellite navigation and a trip computer comprising current and average fuel economy, fuel range and average speed
- Blackout instrument cluster, Bluetooth® audio, (MP3 player compatible), front seats with 8-way power adjustment (driver), heating function (driver and passenger) and lumbar adjustment (driver), leather handbrake handle, leather seat trim, premium Bose® amplifier and 9 speakers
- Heated power mirrors

Design Changes

Exterior Design Changes

- New CX-7 design is based firmly on the athletic styling of the first generation CX-7, expressing movement even when standing still
- Enhanced exterior design offering further refinement
- A larger Mazda five-point grille and fog lamp bezels create a bold and powerful front impression
- The increased grille size also offers improved cooling performance for Diesel models
- Newly designed alloy wheels heighten the sense of dynamism and quality
- The rear bumper has been redesigned for a more sporty look
- A larger rear spoiler complements the enhanced design and improves stability at high speeds

Interior Design Changes

- Noise, Vibration and Harshness (NVH) suppression improves by up to 10 percent thanks to optimal positioning of vibration dampening material, suspension tower enhancements and increased body and panel rigidity
- Dashboard is now even more driver focussed with double-roof design incorporating new 4.1 inch multi-information display
- Centrally located at the top of the dash, the new full colour multi information display incorporates satellite navigation (depending on grade), Bluetooth® audio and phone connectivity (depending on grade), reversing camera, ambient temperature gauge, maintenance monitor and a trip computer
- Hands-free / audio system compatible with many Bluetooth® equipped mobile phones and MP3 players
- Increased use of soft-touch materials on frequently touched areas such as armrests and the top of the rear console
- Introduction of new surface treatments that are less prone to collecting dust
- Air-conditioning vents have been re-modelled and are now surrounded by a chrome garnish
- Blackout meters now feature easier-to-read characters and illumination is improved via the new blue-ring illumination
- Steering wheel design has been updated for a more premium feel

Mechanical Changes

Powertrains

- New 2.5 litre in-line four cylinder 16 valve DOHC petrol engine (on CX-7 Classic)
 - 120 kW @ 6,000rpm
 - 205 Nm @ 2,000rpm
 - 9.4L/100km
 - CO₂ emissions 223g/km
 - Fuel tank capacity 62 litres
 - Regular unleaded
 - Compression ratio 9.7 : 1
 - Sequential Valve Timing (S-VT)
 - Mated to 5-speed Activematic transmission
 - Under-floor catalyst employing single nanotechnology
 - Euro stage IV compliant

- 2.3-litre Direct Injection Spark Ignition (DISI) turbocharged in-line four-cylinder 16 valve DOHC petrol engine (on CX-7 Classic Sports and Luxury Sports)
 - 175 kW @ 5,000rpm
 - 350 Nm @ 2,500rpm
 - Now able to also run on regular unleaded fuel if desired
 - 11.5L/100km
 - Real world fuel economy improved by up to 7.7%
 - CO₂ emissions 273g/km
 - Re-shaped pistons to promote better combustion
 - Fuel is injected not only during the intake stroke but also during compression to form a richer mixture resulting in more stable combustion and reduced unburned hydrocarbons
 - Under-floor catalyst employing single nanotechnology

- New 2.2-litre in-line four-cylinder 16 valve DOHC intercooled turbo diesel engine (on CX-7 Diesel Sports)
 - 127 kW @ 3,500rpm
 - 400 Nm @ 2,000rpm
 - 7.6L/100km
 - CO₂ emissions 202g/km
 - Fuel tank capacity 69 litres
 - Common-rail direct injection with 200MPa injection pressure providing high power and torque with low emissions
 - Compression ratio 16.3 : 1
 - Newly optimised intercooler efficiency for strong, linear power delivery
 - A front, chain drive cassette-type balancer shaft helps to reduce NVH
 - DOHC valve system is chain driven for maintenance-free operation
 - Mated to 6-speed manual transmission
 - First Australian passenger car to feature Ad Blue® Selective Catalytic Reduction (SCR) system to further reduce NOx emissions
 - Euro stage IV compliant

Chassis and Body

- New Mazda CX-7 tested over approximately 1.1 million development kilometres across several countries including Australia
- New body shell reinforcements achieve a five percent increase in torsional rigidity for enhanced handling and ride comfort
- Introduction of weld bonds for the new body shell reinforcements result in increased strength while minimising weight increase
- Underfloor rigidity is increased as a result of the adoption of the Selective Catalytic Reduction (SCR) system on CX-7 Diesel Sports
- MacPherson strut front and multi-link rear suspension systems continue to provide predictable handling in all situations
- New dampers realise smoother suspension stroke for improved stability and ride comfort

Safety

- Dynamic Stability Control (DSC)
- Traction Control System (TCS)
- Anti-lock Braking System (ABS)
- Electronic Brake-force Distribution (EBD)
- Emergency Brake Assist (EBA)
- Driver's front airbag
- Passenger's front airbag
- Front-side airbags
- Front and rear curtain airbags
- Intrusion-minimising brake and clutch pedals
- 'Dual stage' remote door unlocking function

2. PRICING

Mazda CX-7 has always offered excellent value for money. Now, with the introduction of new models and new powertrains, the CX-7's combination of striking design and excellent performance with class leading safety and refinement is made even more competitive.

Entry pricing of the CX-7 Classic will attract a whole new group of customers to the Mazda brand and will shake up the compact SUV segment.

Pricing – Manufacturer's List Price (MLP)*

Mazda CX-7 Classic	FWD	5AT	\$33,990
Mazda CX-7 Classic Sports	AWD	6AT	\$38,990
Mazda CX-7 Luxury Sports	AWD	6AT	\$45,990
Mazda CX-7 Diesel Sports	AWD	6MT	\$43,640

When compared with the previous model, the new Mazda CX-7 range offers a significant improvement in value.

- The CX-7 Classic Sports has been reduced in price by \$2,975 over the equivalent outgoing model and adds \$390 worth of additional equipment
- The CX-7 Luxury Sports has been reduced in price by \$1,940 over the equivalent outgoing model and adds \$1,040 worth of additional equipment

In recognition of new CX-7 range, the Mazda CX-7 Classic is available with a National Promotional Driveaway Price of **\$36,990**

Prices listed in this press kit were correct at the time of launch. For any updates to pricing go to <http://www.mazda.com.au/Forms/Mazda%20Pricing.aspx>

* Manufacturer's List Price (MLP) includes GST and Luxury Car Tax (LCT) where applicable but excludes dealer delivery, registration, third party insurance costs, stamp duty and other mandatory charges.

3. PRODUCT CONCEPT

Development Direction – Sports Crossover SUV

Mazda carried forward the CX-7's "sport crossover SUV" development concept with the new CX-7. Additionally, it enhanced the attributes that have enabled the current CX-7 to compete well in North America and to realise a truly global model. Extensive market research showed that the CX-7 is considered strong in terms of design, handling, and driving performance — all attributes with which Mazda consistently excels. It also highlighted the opportunity to make advancements in fuel economy, ride comfort, quietness, and interior quality. As a result, Mazda established three key values for the new CX-7.

Key Values

1. Sophisticated

- Based on the athletic design theme of the current CX-7, the styling communicates a more refined personality through a more expressive design and enhanced premium identity
- Refinements to the interior yield a look and feel of even higher quality
- Advanced equipment including the multi information display supports the driver by realizing a new Human-Machine Interface (HMI)

2. Sustainable

- Both new engines offer superior fuel economy and environmental performance
- Advanced safety equipment promotes peace of mind for drivers

3. Meticulous

- The newly introduced MZR 2.5L engine delivers powerful, easy-to-manage performance
- The MZR 2.3L DISI Turbo engine features reduced turbo lag to help realise linear acceleration and smooth torque delivery
- The suspension system is tuned to match the characteristics of each engine and transmission, resulting in further refinement of the performance feel and linear handling that are strengths of the CX-7
- Increased body rigidity realises a better combination of ride comfort and handling stability
- Diverse sound-insulating materials achieve a quieter, more pleasant engine sound and super cabin quietness
- Increased body rigidity softens the tone of road noise. Also, the introduction of sound insulators significantly reduces the amount of wind noise penetrating from the sides to provide a quieter, more refined interior environment

4. POWERTRAIN

Choice of three proven powertrains

MZR 2.5 Engine

The newly adopted MZR 2.5 inline 4-cylinder DOHC 16-valve engine, proven in both the Mazda6 and the Mazda3 SP25 has become known for its efficiency and driveability.

MZR 2.5 engine		
	Maximum torque	Maximum power
5AT	205Nm at 2,000rpm	120kW at 6,000rpm

It is characterised by strong torque at low and medium-range speeds and by powerful performance balanced with fuel economy, all of which is complemented by the new CX-7's lightweight body.

By coupling this engine to a lightweight and efficient 5-speed Activematic transmission with a front-wheel drive layout, an impressive fuel economy (combined cycle) of 9.4L / 100kms is achieved.

Advanced features utilised in the MZR-series engines include chain-driven dual overhead camshafts and four valves per cylinder for deep breathing at high revs and efficient torque delivery at lower revs. Counter-rotating balance shafts located in the oil pan provide a dramatic reduction in the vibration and harshness often found in large-displacement four-cylinder engines, and a forged steel crankshaft ensures excellent long-term durability.

Fuel is delivered to the intake ports by an electronically controlled sequential injection system, where the modular ignition coils are positioned directly above the spark plugs for increased efficiency and reduced maintenance and under-hood complexity.

A major focus when developing this engine was lightweight engineering including the aluminium block and head, the forged powder-metal connecting rods (reduced reciprocating weight), and the injection-moulded, nylon-reinforced-plastic intake manifold which also provides smooth internal passages for more efficient air flow. Overall, the normally aspirated MZR 2.5-litre engine delivers excellent off-the-line and overtaking characteristics, and is a strong match for the CX-7's dynamics.

MZR 2.3 DISI Turbo Engine

The newly revised MZR 2.3 Direct Injection Spark Ignition (DISI) Turbo engine, also used in the Mazda3 MPS, features a 2.3-litre inline 4-cylinder DOHC 16-valve configuration and employs Direct Injection Spark Ignition (DISI) technology.

MZR 2.3 Direct Injection Spark Ignition (DISI) Turbo engine		
	Maximum torque	Maximum power
6AT	350Nm at 2,500rpm	175kW at 5, 000rpm

Engineered to deliver high performance at all engine and road speeds, along with low exhaust emissions and good fuel economy the MZR 2.3 DISI Turbo engine is the natural choice for the buyer who seeks additional performance from their CX-7. More than 90 percent of the engine's maximum torque is available between 2,000 and 5,000 rpm which makes for a smooth and comfortable driving experience.

The DISI Turbo engine uses its own specific aluminum block and head construction, including a specific forged crankshaft and connecting rods for long-lasting durability. A large air-to-air intercooler and direct fuel injection cools the temperature inside the cylinders and allows use of a relatively high compression ratio without fear of knocking or pinging – “detonation” in industry terms – that reduces durability.

Utilising extremely high pressure in the fuel injection system – up to 3,000 psi – allows the fuel to be atomised as it is delivered to the cylinders. This shift in the gasoline's state from liquid to vapour in the intake manifold as it is injected into the cylinder provides a substantial cooling effect. The low charge temperature permits the application of a 9.5:1 compression ratio, boosting low- and mid-range torque by approximately 10 percent over conventional turbo engines.

Further advancements to the 2.3L DISI Turbo engine have resulted in an improvement to real world fuel economy by up to 7.7%. These advancements are:

- Adoption of slip lock control on AT transmission
- Reduction in brake drag
- Refinement of Active Adaptive Shift (AAS)
- Change in rear torque control
- Lowering of idle rotational speed

Low exhaust emissions are achieved by connecting the catalytic converter directly to the turbocharger to shorten the time required for the catalyst to reach its effective operating temperature.

Features for enhanced driving performance include a dish-shaped cavity in the piston crowns to promote fuel/air mixing and realise better combustion efficiency before the engine has fully warmed up. Also, fuel is injected not only during the intake stroke but also during the compression stroke to cause a richer mixture to form around the spark plugs. The resulting increase in combustion stability significantly reduces unburned hydrocarbons.

The design of the new piston shape yields improved combustion efficiency, and it shortens the delay between pressure on the accelerator pedal and the beginning of acceleration during an off-the-line start. Further, a revised boost-pressure control method delivers more linear boost, mitigating the sudden torque rise that typically characterises turbocharged engines. Consequently, pressing the accelerator pedal results in responsive acceleration with a smooth rise in torque delivery.

New MZR-CD 2.2 Turbo diesel Engine

For the first time, the Mazda CX-7 is now available with the MZR-CD 2.2-litre in-line 4-cylinder DOHC 16-valve turbocharged diesel engine that is well-proven on the Mazda6 Diesel.

MZR-CD 2.2 Turbo diesel engine		
	Maximum torque	Maximum power
6MT	400Nm at 2,000rpm	127kW at 3,500rpm

It delivers generous maximum torque of 400Nm at a low 2,000rpm and maximum output of 127kW at 3,500rpm. The engine's 2.2-litre displacement, combined with turbocharger and common-rail direct injection with a high injection pressure of 200 MPa, realises high power and torque with low emissions. Newly optimised intercooler efficiency further promotes strong and linear performance.

A front-chain-drive cassette-type balancer significantly reduces NVH. Employing this balancer improves booming noise, and produces a linear relationship between the accelerator pedal position and the engine sound, contributing to the fun-to-drive feeling. To keep customers costs low when driving, the DOHC-valve system is chain driven which allows a maintenance-free operation.

Together with the 2.2 litre DOHC turbocharged common-rail diesel, a newly-developed Diesel Particulate Filter (DPF) made of a ceramic material with high thermal resistance - including Mazda's independently developed catalyst - is introduced. In addition to oxygen in the exhaust gases, this catalyst uses oxygen stored in the base material, to improve the combustion of soot emissions. This optimises the time needed for the generation of the filter (shortened by 1/3) and realises excellent emissions, without sacrificing performance for driving fun.

And new to the CX-7 line-up with the MZR-CD 2.2-litre diesel is a Selective Catalyst Reduction (SCR) system that converts NOx into harmless nitrogen and water using AdBlue®* urea additive. CX-7 Diesel Sports is the first passenger car in Australia to feature this technology.

New SCR System Drastically Reduces NOx Emissions

The new CX-7 Diesel Sports is the first non-premium compact SUV and the first Mazda vehicle equipped with a SCR (Selective Catalytic Reduction) system.

It uses a natural chemical reaction to turn toxic NOx emissions into harmless nitrogen and water. For this, it employs AdBlue®, a form of ammonia, which is stored in a special 15.5 litre tank located under the luggage compartment. It has special temperature insulation and a strong protective cover for maximum safety. The SCR system injects small amounts of AdBlue® at about 5 bar into the exhaust gases as they leave the DPF. The AdBlue® is injected directly onto a special surface where it mixes with the exhaust gasses. Exhaust heat causes the urea to instantly decompose into ammonia, which then breaks down the NOx present in the exhaust gases, in a natural chemical process, into harmless nitrogen and water before exiting the vehicle.

The AdBlue® supply lasts over 20,000 km under normal driving conditions and should be re-filled under the normal maintenance schedule.

*AdBlue® is a form of aqueous urea and a registered trademark of the Verband der Automobilindustrie e.V. (VDA)

The SCR system's main components are an SCR catalyst (this plays a part in the reduction reaction), a urea injector (this injects the urea into the exhaust gases), and a urea tank. The system operates as follows:

Step 1: The SCR catalyst reaches its effective temperature. (The SCR catalyst temperature is calculated from the exhaust temperature).

Step 2: The pump in the urea tank starts operating, raising the pressure in the hose to 5 bar.

Step 3: The amount of NOx flowing in the SCR catalyst is calculated by the powertrain control module.

Step 4: The dosing control unit calculates the required urea injection amount and energises the injector accordingly.

Step 5: The injector sprays urea.

Step 6: The urea is mixed with the exhaust gases by a mixer.

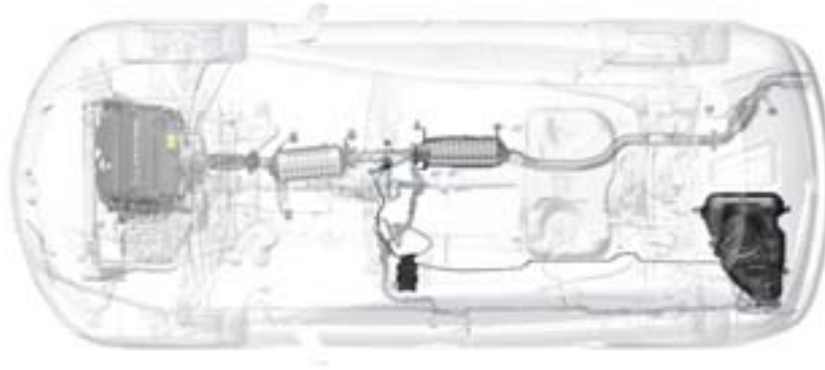
Step 7: The urea is decomposed into ammonia.

Step 8: The ammonia is mixed with the exhaust gases by a mixer.

Step 9: The NOx in the exhaust gases is broken down into nitrogen and water.

Urea Tank Refills and Indication of Remaining Amount

The urea tank needs to be refilled every 20,000km. The work is done by a Mazda dealer as part of scheduled periodic maintenance, so it causes no inconvenience to customers. The amount of urea in the tank is shown by a four-segment indicator in the tripmeter. When it falls to a certain level, the segment-type indication changes to an indication of the distance that can be driven with the remaining urea. When the distance drops to 2,400km, a warning lamp comes on during engine start-up. When the distance drops to 1,500km, the warning lamp stays on at all times. When the distance drops to 950km (this figure is subject to revision), the warning lamp starts flashing and the vehicle's maximum speed is gradually restricted. If the urea tank runs dry while the vehicle is being driven, continued driving is possible but the engine can't be started after it has been stopped.



Selective Catalytic Reduction (SCR) system

5-speed Activematic transmission

The Mazda CX-7 Classic with the MZR 2.5 engine comes standard with a 5-speed Activematic transmission. Its wide gear range allows plenty of torque even at low revs, so the driver can enjoy strong acceleration off the line or when passing. The Activematic feature provides the full manual control demanded by assertive drivers. The transmission also helps realize superior fuel economy at highway speeds. And its 5-speed configuration contributes to weight savings.

6-speed Activematic transmission

The 6-speed Activematic transmission comes standard with the CX-7 Classic Sports and Luxury Sports models which are both powered by the MZR 2.3 DISI turbo engine. The 6-speed Activematic transmission features a revised shift pattern for more efficient operation while shifts are crisp, in keeping with CX-7's sportscar character.

Also featured is a newly adopted slip lockup control, which promotes fuel economy. The slip lockup control reduces torque transmission losses by effecting linear hydraulic actuation of the clutches in the automatic transmission such that the speed difference between the engine and torque converter stays constant.

The compact three-shaft design of the 6-speed manual transmission allows it to match the same overall length as a 5-speed manual transmission. Consequently, it is able to squeeze two final gear ratios and a wide ratio range into a housing of the same size.

6-speed manual transmission

The Mazda CX-7 Diesel Sports comes standard with the same 6-speed manual transmission which has been proven in the Mazda6 Diesel. It's been designed such that its gear ratios promote fuel economy without detracting from dynamic performance. As with the 6-speed Activematic transmission, the 6-speed manual has a compact three-shaft design which enables it to have the same overall length as the 5-speed manual transmission. As a result, it is also able to accommodate two final gear ratios and a wide ratio range.

5. DESIGN

Design – Refined for a Clearer Premium Identity

The exterior design of the facelift is based on the athletic styling of the original CX-7, further evolving its sports crossover SUV design, while incorporating enhancements that more clearly communicate a premium identity and give it a more refined character. The CX-7 facelift's new front end, detailing and high build quality on the outside take the original model's advanced and emotional styling to the next level, while new materials and forms on the inside give the cabin a more premium look and feel.



Exterior Design

For the original CX-7, the keywords “sturdy”, “sporty”, and “sleek” formed the basis of advanced emotional styling that conveys appealing presence at a single glance, inviting people to get in and take a drive. Market research conducted by Mazda in preparation for development of the new CX-7 showed that customers immediately recognised this design as a uniquely attractive attribute of the CX-7. In consequence, Mazda concentrated its energies on pursuing a better overall balance of performance and a clearer premium identity.

Front end – more refined for a more premium look

The new lower front grille of the CX-7 facelift has a larger five-point design that more clearly communicates the Mazda brand, and harmonises it with the latest models in the line-up. The grille is framed by a stylish silver look (depending on grade), detailing that expresses a premium identity. It also provides a larger opening area that contributes to superior cooling performance, which is of particular value to the newly-introduced 2.2-litre turbo diesel engine. Other enhancements to the fascia include a new design for the front fog lamp bezels, which creates a strong visual flow and lends a sense of fine craftsmanship.



The 66-degree windshield angle is sleeker than many sportscars, let alone SUVs. Distinct character lines run through the A-pillars and along the edges of the hood to the front fascia. Prominent front fenders reveal a clear Mazda family identity.

Silhouette and rear end

The side profile sports an aggressively rising belt line, curved roof and prominent fender arches, producing Mazda's unique signature. A tapered cabin rests securely on the lower body's broad shoulders.

A new and larger rear roof spoiler complements the design revisions at the rear.

This distinctive overall exterior design is well balanced with the aerodynamics of the vehicle. While it provides outstanding aerodynamic performance, this exterior design does not compromise craftsmanship. Panel and component part-gaps are flush and tight. Wiper arms are configured to match the surrounding cowl design and minimize wind noise. It's this attention to detail that sets the new Mazda CX-7 apart from the rest.

Wheels

The facelifted CX-7 features newly designed 17, 18 and 19 inch aluminium wheels which further highlight the new CX-7's power and refinement and provides each model its own identity.



Interior Design

Working from the advanced design that is recognised as a unique CX-7 attribute, the new model's cabin incorporates enhancements that heighten visual and tactile quality for a clearer premium identity.

Cockpit – new steering wheel

The enhanced premium look on the outside is continued on the inside of the vehicle with quality detailing that delivers a sporty yet highly refined cabin. The CX-7 cockpit has a new steering wheel with a sporty, premium design. Integrated steering wheel switches allow the driver to operate controls without having to look away from the road. A new design for the blackout meters of the instrument cluster features newly-introduced blue-ring illumination, white pointers and three-dimensional dials that produce a heightened sense of quality.



Materials and trim

The CX-7 facelift interior was developed with new materials placed at various locations around the cabin to give an even more premium look and feel. Piano black or metallic edges (depending on grade) are added to the centre panel to convey a sense of refinement.

The rings on the side air conditioning vents are specially plated with anti-glare chrome. New front and rear door armrests are introduced as well, which incorporate soft pads for enhanced quality feel and more comfort than before. The armrest lid of the centre console is made of thick, high-resilience

urethane, which has a texture combining softness and firmness for durability and comfort. With high grades, it also has a newly added soft pad.

All models feature a leather wrapped steering wheel and gear shift knob.

Dashboard and multi information display

CX-7's unique double-roof instrument panel is modified as well. The upper roof is no longer straight but now adopts a gently undulating shape. This improvement was made to allow central placement of the new multi information display enabling easy reading for the driver.

The multi information display utilises a 4.1 inch full colour LCD screen and is now standard across the entire CX-7 range. It displays useful information such as ambient temperature, maintenance monitor, reversing camera and a trip computer comprising current and average fuel economy, fuel range and average speed.

CX-7 Luxury Sports and Diesel Sports also add Bluetooth® audio and hands-free compatibility to enable wireless connection of compatible portable music devices and mobile phones. In addition, the CX-7 Luxury Sports and Diesel Sports also add satellite navigation. All these features can be easily controlled using the handy steering wheel mounted switches.



6. STRUCTURE & CHASSIS

Enhanced Handling and Ride Quality with improved NVH suppression

Mazda pioneered the sports crossover SUV sub-segment when it launched the original CX-7 as a practical but sporty utility vehicle. The facelift model enhances this aspect with a significant increase in body rigidity and updates to the suspension. The result is even better handling stability and ride comfort for a more premium driving experience.

A theme of refinement carries over to the new CX-7's platform architecture by incorporating improvements in body rigidity, lower Noise, Vibration & Harshness (NVH) levels as well as reduced wind noise. Thicker materials, reinforcements and weld bonds (spot welds supplemented by adhesives, first applied in the CX-9) in key areas all contribute to a five percent higher torsional rigidity than the original CX-7 with only a minimal increase in weight. Thicker density insulation in both the engine compartment and interior cabin provide a quieter passenger environment. A-pillars fitted with large mouldings reflect an effort to suppress cabin noise generated by side winds blowing across the exterior of the A-pillars.

In front, a perimeter frame mounted to the unibody through six rubber isolators supports the powertrain, the engine-speed-sensitive rack-and-pinion power steering and a low-friction MacPherson strut suspension system. The rear multi-link suspension is similarly mounted in its own subframe and consists of one trailing arm and two lateral locating members per side.

Body shell – a five percent increase in torsional rigidity

Mazda engineers added body reinforcements to the CX-7 facelift for a five percent increase in torsional stiffness, which translates into even better handling stability and a higher-quality ride. To minimize the weight increase that resulted from the addition of some of these reinforcements, Mazda used weld bonds, which are relatively light joints where spot welds are supplemented by adhesive between the welded parts. Increased body rigidity further enhances quietness by softening the tone of road noise before it reaches the cabin.

Examples of measures implemented to enhance body rigidity include the following. The rear wheel housings are stiffer owing to weld-bonded joints and material that is 0.35mm thicker. Each door opening and each B-pillar is stiffer owing to 31 additional spot welds. The shelf gussets are made of

material 0.2mm thicker; the corner plates are made of material 0.3mm thicker; and there are newly added L-shaped reinforcements. And at the front, the cowl side reinforcements are made of material 0.2mm thicker. As a result, the new CX-7 achieves five percent higher torsional rigidity than the original CX-7, which contributes to its superior handling stability and ride comfort.

Suspension – excellent straight-ahead stability and ride comfort

Tuned to suit the power characteristics of each engine, the suspension system of the Mazda CX-7 facelift employs MacPherson struts in the front and a multi-link suspension system in the rear. New dampers are introduced with larger oil-flow openings to achieve smoother suspension strokes and improve stability and ride comfort. At the same time, the increased body rigidity helps enable supple suspension movement and greater firmness.

Steering system

Electro-Hydraulic Power Assisted Steering (EHPAS) in vehicles with the MZR-CD 2.2L engine ensures a precise, positive steering feel by employing hydraulic pressure provided by a pump that is driven by an electric motor. Precise control over the degree of steering assistance in accordance with the speed of the vehicle, and the speed at which the steering wheel is turned, helps to minimize unnecessary fuel consumption, making the 2.2 litre turbo diesel even more frugal.

Vehicles with the MZR 2.3 DISI Turbo or MZR 2.5 engines are equipped with Hydraulic Power Assisted Steering (HPAS) that is also tuned to deliver optimal steering assist depending on vehicle speed.

Braking System

Large front and rear ventilated disc brakes are combined with a four-wheel Anti-lock Braking System (ABS), Emergency Brake Assist (EBA), Electronic Brakeforce Distribution (EBD) and Dynamic Stability Control (DSC) with Traction Control System (TCS) to ensure the best possible braking performance across the whole CX-7 range.

Petrol models are equipped with 296mm ventilated brake discs on the front and 302mm ventilated discs on the rear while diesel models are equipped with 320mm ventilated discs on the front and 302mm ventilated discs on the rear.

Mazda's Active Torque-Split All-Wheel Drive (AWD) system – superior traction

CX-7 models with the MZR 2.3 DISI Turbo or MZR-CD 2.2 turbo diesel engines come standard with Mazda's Active Torque Split (ATS) All Wheel Drive (AWD) system that helps prevent wheel spin on slippery surfaces and delivers excellent traction on dry surfaces. The vehicle's system control module distributes torque between the front and rear axles using an electronically-controlled active-torque coupling mounted in front of the rear differential. The system automatically distributes power between the axles (100:0 percent to 50:50 percent front:rear) for just the right amount of torque in every driving situation.



7. COMFORT, FUNCTION & EQUIPMENT

Advanced Equipment that Supports the Driver

The Mazda CX-7 is known for providing a class-leading environment for driver and passengers alike. The new model takes this even further with improved levels of comfort and additional advanced state-of-the-art equipment.

New equipment introduced for the CX-7 provides even more functionality to the driver and passengers and makes Mazda's sports crossover SUV even easier to live with on a daily basis. Like Mazda's New-Generation Mazda6 and Mazda3, the updated CX-7 has a new Human-Machine Interface (HMI) that encompasses advanced driver functionality and contributes to greater driving confidence.

Multi information display – optimised driver information

A new multi information display with enhanced capabilities has been introduced on CX-7 to provide the driver with necessary information in an optimal way. It has been positioned at the top of the centre console and under the top roof of the dashboard to ensure the display can be easily read. The information displayed includes ambient temperature, maintenance monitor, reversing camera and a trip computer comprising current and average fuel economy, fuel range, and average speed. The multi information display utilises a high-brightness, high-resolution 4.1 inch colour LCD screen. Next to the MID is a segment-type display which shows audio and climate control information.

Satellite navigation is also incorporated into the multi information display on CX-7 Luxury Sports and Diesel Sports models.

Rear view camera

All models in the new CX-7 range are equipped with a rear view camera that makes reversing both easier and safer. The image from the camera is shown on the 4.1 inch colour LCD screen and is automatically displayed when reverse is selected.

Satellite navigation

Mazda CX-7 Luxury Sports and Diesel Sports models are equipped with a compact navigation system that displays map data on the aforementioned 4.1 inch colour LCD. It can be simply operated by switches on the steering wheel and when combined with an easy-to-read display, operation and visual confirmation of readouts is easy. The development team also focused on upgrading the basic functions and adopted a map database system stored on a compact SD card for more practicality.



New Bluetooth®-compatible audio player system

Mazda CX-7 Luxury Sports and Diesel Sports models also feature Bluetooth® wireless connection technology for mobile phones enabling hands-free operation while driving. The system is more than that, however. It also provides a wireless connection between Bluetooth® compatible portable audio players and the CX-7 audio system. Music playback from the audio player can be controlled by switches located on the audio panel or the steering wheel while driving.

Additionally, for those models not equipped with Bluetooth® there's an AUX jack located at the front of the centre console so that portable audio players can be connected to the audio system.

Premium Bose® Sound System

All models feature a 6-disc in-dash CD player with steering wheel mounted audio controls. CX-7 Luxury Sports and Diesel Sports also feature a premium Bose® 240 watt amplifier and nine speakers for an enhanced five-channel surround sound audio experience.

Bose® Centerpoint® reliably translates two-channel stereo signals from CDs as they play into five channels using nine speakers in all, to place passengers in the centre of the music. Bose® digital amplifier technology delivers sharp sound, even at low volume, and distortion-free sound at high volume, and a noise compensation system called AudioPilot2® automatically compensates for road noise while driving.

Manual and power-adjustable seats

Seats have been designed to provide an optimum balance between comfort and support. The seats on CX-7 Classic and Classic Sports models feature manual adjustment while the seats on CX-7 Luxury Sports and Diesel Sports add 8-way power adjustment (driver) and heating function for both driver and front passenger.

Comfort throughout

A whole host of other convenient features are standard across the CX-7 range meaning that comfort can be expected regardless of the model chosen. Auto on/off headlamps, climate control air-conditioning, cruise control and power windows and mirrors are all standard fitments.

CX-7 Luxury also adds a power-sliding and tilt glass sunroof.

8. REFINEMENT

Lowering Noise, Vibration and Harshness (NVH)

Diesel engines produce more noise, vibration and torque than petrol engines so require additional NVH efforts. As a result, the CX-7 Diesel Sports has received additional NVH measures including suppression of the characteristic high frequency noise of the diesel engine and optimisation of the bonnet insulator and engine compartment insulator. Mazda realised superior quietness by adopting suspension tower insulators and by increasing the density of the engine compartment insulator and dash insulator.

Engineers also adopted insulators on the wheel housings and adopted urethane foam in the A-pillars. In the cabin, improved sound insulation is realised by a thicker dash insulator and a thicker floor mat. As a result, more emphasis is placed on low frequency sounds from the engine meaning that occupants enjoy a more pleasant engine tone.

To prevent the high torque from the diesel engine from causing the AWD drivetrain to resonate and cause vibration near the rear seat, the torque transmitted to the rear wheels is controlled in a way that suppresses any excessive vibration.

On petrol-powered CX-7 models, the development team suppressed noise in ways similar to those adopted on the Diesel Sports: through the adoption of suspension tower insulators and by increasing the density of the engine compartment insulator and dash insulator. As a result, suppression of road noise has been improved by 10% over the previous petrol models.

The higher body rigidity of the facelifted CX-7 makes a significant contribution to further improving quietness by softening the tone of road noise.

The facelifted CX-7 reflects an effort to also suppress the noise that occurs in side winds. When a side wind blows over an A-pillar, the noise it creates enters the cabin through the side windows. With the new CX-7, the A-pillars have been re-designed to incorporate a large moulding that limits pressure differences thereby significantly cutting noise by 5%.

9. SAFETY - ACTIVE & PASSIVE

Cutting Edge Technologies

The new Mazda CX-7 continues to provide an extensive list of active and passive safety features that will instil confidence in any driver and assure that CX-7 is high on the list of any safety-conscious buyer.

Active Safety

The new Mazda CX-7 comes with a state-of-the-art active safety portfolio which includes Dynamic Stability Control (DSC), Traction Control System (TCS), Anti-lock Braking System (ABS), Electronic Brake-force Distribution (EBD), and Emergency Brake Assist (EBA).

When these active safety technologies are combined with even more refined handling, the result is one of the safest compact SUV's in Australia.

Passive Safety

The new Mazda CX-7 has been designed, around the Mazda Advanced Impact Distribution and Absorption System (MAIDAS) to provide high levels of crash resistance and occupant protection. Its body structure uses Mazda's triple-H architecture, with strong H-shaped reinforcements in the floor, side frames and roof. High and ultra-high strength steel is used throughout the body to ensure crash resistance and maintain the integrity of the cabin.

A whole host of additional passive safety features complement the rigid body structure. Front driver and passenger, side (front) and curtain airbags, intrusion minimising brake pedal and seatbelts with pre-tensioners and load limiters are all standard across the whole CX-7 range.

10. ENVIRONMENT

Recyclability and Corporate Efficiency

New CX-7 reflects Mazda's ongoing efforts to build cars in a way that has less negative effects on the environment. This begins at Mazda assembly plants in Japan, which were ISO 14001 certified (an environmental management standard) over ten years ago – including the Hiroshima Plant, where the CX-7 is assembled. Mazda also uses a unique three-layer paint system that reduces CO2 by 15 percent and volatile organic compounds (VOCs) in the paint by half.

At the end of its life, the CX-7, like all current Mazda models, is roughly 80 percent recyclable. The remaining 20 percent, most of it plastic, rubber and glass, is named with ISO standard material labels so it can be sorted out and easily recycled and recovered. Mazda even recycles the materials from damaged bumpers in order to make new bumpers. The bumpers on the new CX-7 were made using this method. If done correctly, CX-7 is 95 percent recyclable. If parts have to be discarded at the end of its life, they contain few substances that would pollute the environment. No lead is used in the CX-7 facelift's fuel tank, wire harness and electro-undercoating; and it has no hexavalent chromium or cadmium in any components.

11. BODY COLOURS

Choice of six body colours

Mazda Australia does not charge extra for Mica or Metallic paint colours, a saving of \$790 or more against some rivals.



Aluminium (Metallic)



Crystal White Pearl (Mica)



Galaxy Grey (Mica)



Radiant Ebony (Mica)



Sparkling Black (Mica)



Stormy Blue (Mica)

12. SPECIFICATIONS

Powertrain		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Engine type		2.5 litre in-line 4 cylinder 16 valve DOHC S-VT	2.3 litre Direct Injection Spark Ignition (DISI) turbocharged in-line 4 cylinder 16 valve DOHC		2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel
Engine capacity		2,488 cc	2,261 cc		2,184 cc
Bore and stroke		89.0 x 100.0 mm	87.5 x 94.0 mm		86.0 x 94.0 mm
Compression ratio		9.7 : 1	9.5 : 1		16.3 : 1
Maximum power		120 kW @ 6,000 rpm	175 kW @ 5,000 rpm		127 kW @ 3,500 rpm
Maximum torque		205 Nm @ 2,000 rpm	350 Nm @ 2,500 rpm		400 Nm @ 2,000 rpm
Throttle control		Electronic (drive-by-wire)	Electronic (drive-by-wire)		Electronic (drive-by-wire)
Fuel system		Electronic port injection	Electronic direct injection		Common-rail electronic direct injection
Fuel tank capacity		62 litres	69 litres		69 litres
Recommended fuel		Regular unleaded (91RON)	Premium unleaded (95RON)		Diesel (ultra low sulphur)
Fuel consumption*1	combined	9.4 litres per 100km	11.5 litres per 100km		7.6 litres per 100km
Emissions standard		Euro stage IV	Euro stage IV		Euro stage IV
Manual transmission		-	-		6-speed
Activematic (Auto) transmission		5-speed	6-speed		-
Gear ratio	1st	3.62	4.148		3.818
	2nd	1.925	2.37		2.045
	3rd	1.285	1.555		1.29
	4th	0.933	1.154		0.926
	5th	0.692	0.859		0.853
	6th	-	0.685		0.711
	reverse	3.405	3.393		4.139
	final drive	3.458	3.749		4.187 (1st - 4th) 3.526 (5th - 6th)
Chassis					
All-Wheel Drive (AWD) system		-	Active Torque Split (ATS)		
Brake type	front	Ventilated disc			
	rear	Ventilated disc			
Brake diameter	front	296 mm			320 mm
	rear	302 mm			
Steering type		Hydraulic power assist steering	Hydraulic power assist steering	Hydraulic power assist steering	Electro hydraulic power assist steering
Suspension	front	MacPherson strut			
	rear	Multi-link			
Turning circle	kerb to kerb	11.4 m			

		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Tyre size		215/70R17 101H	235/60R18 103H	235/55R19 101H	235/60R18 103V
Wheel size		17 x 7.0 J	18 x 7.5 J	19 x 7.5 J	18 x 7.5 J
Wheel type		Alloy			
Wheel type (spare)		Temporary (185/80R17)			
Dimensions					
Ground clearance	laden	147 mm	170 mm		
Overall height		1,645 mm			1,645 mm
Overall length		4,693 mm			
Overall width		1,872 mm			
Track	front	1,627 mm	1,617 mm		
	rear	1,622 mm	1,612 mm		
Wheelbase		2,750 mm			
Cargo room	volume (VDA)	400 litres			
Kerb weight		1,589 kg	1,761 kg	1,798 kg	1,928 kg
Towing capacity*2	braked	1,000 kg	1,600 kg		
	unbraked	750 kg			

*1 Fuel consumption figures are based on ADR81/02 test results. They are useful in comparing the fuel consumption of different vehicles. They may not be the fuel consumption achieved in practice. This will depend on traffic and road conditions and how the vehicle is driven.

*2 Subject to state or territory regulations

13. EQUIPMENT

		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Exterior					
Door handles (chrome)		-	-	X	-
Exhaust extensions (chrome)		X	X	X	X
Fog-lamps (front)		-	X	X	X
Front and rear bumpers (body coloured)		X	X	X	X
Green tinted windscreen, side and rear windows		X	X	X	X
Headlamps (Halogen)		X	X	X	X
Metallic/Mica paint		X	X	X	X
Mudflaps (rear)		X	X	X	X
Power mirrors (body coloured)		X	X	-	-
Power mirrors (body coloured with heating function)		-	-	X	X
Power sliding and tilt glass sun-roof		-	-	X	-
Power windows		X	X	X	X
Rear centre roof mounted aerial		X	X	X	X
Rear spoiler		X	X	X	X
Roof rack mounting points		X	X	X	X
Interior					
Air-conditioning (climate control)		X	X	X	X
Blackout instrument cluster		-	-	X	X
Cargo area tie-down hooks		X	X	X	X
Centre armrest console		X	X	X	X
Critical function warning lights/chimes		X	X	X	X
Cruise control		X	X	X	X
Cupholders		X	X	X	X
Digital clock		X	X	X	X
Door map pockets (front)		X	X	X	X
Driver's left footrest		X	X	X	X
Headlamps auto on/off function		X	X	X	X
Heating ducts to second row passengers		X	X	X	X

		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Illuminated entry system with delayed fade		X	X	X	X
Instrument panel light dimmer		X	X	X	X
Interior illumination:	cargo room lamp	X	X	X	X
	ignition key surround	X	X	X	X
	map reading spot lamps	X	X	X	X
	power window switch (driver)	X	X	X	X
Interior release for fuel filler door		X	X	X	X
Leather-wrapped:	gear shift knob	X	X	X	X
	handbrake handle	-	-	-	X
	steering wheel	X	X	X	X
Lights-left-on audible warning		X	X	X	X
Low fuel warning light		X	X	X	X
Multi information display with:	ambient temperature gauge	X	X	X	X
	Bluetooth® (hands-free compatible)	-	-	X	X
	maintenance monitor	X	X	X	X
	satellite navigation	-	-	X	X
	trip computer*3	X	X	X	X
Panel trim (piano black)		-	-	X	-
Passenger assist grips (front and rear)		X	X	X	X
Retractable cargo area cover		X	X	X	X
Seat trim:	cloth	X	X	-	-
	leather*4	-	-	X	X
Seats (front) with:	3-position memory function (driver)	-	-	X	-
	8-way power adjustment (driver)	-	-	X	X
	adjustable head restraints	X	X	X	X
	heating function	-	-	X	X
	height adjustment (driver)	X	X	X	X
	lumbar adjustment (driver)	-	-	X	X
	rake and slide adjustment	X	X	X	X
	seat back pocket (passenger)	X	X	X	X
Seats (rear) with:	60/40 split fold backrest	X	X	X	X
	adjustable head restraints	X	X	X	X
	centre fold down armrest	X	X	X	X
Tachometer and electronic odometer/tripmeter		X	X	X	X
Tilt and telescopic adjustable steering wheel		X	X	X	X

		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Vanity mirrors (front) with illumination		X	X	X	X
Ventilation pollen filter		X	X	X	X
Window demister (rear)		X	X	X	X
Wipers (front) 2-speed with variable intermittent function		X	X	X	X
Wiper (rear) with intermittent function		X	X	X	X
Audio					
AM/FM tuner		X	X	X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X	X	X
Bluetooth® audio (MP3 player compatible)		-	-	X	X
CD player, in-dash 6-disc (MP3 compatible)		X	X	X	X
Premium Bose® 240 watt amplifier and speakers		-	-	X	X
Speakers, number of		4	4	9	9
Steering wheel mounted audio controls		X	X	X	X
Safety					
Airbags SRS:	front (driver and passenger)	X	X	X	X
	side (front)	X	X	X	X
	curtain (front and rear)	X	X	X	X
Anti-lock Braking System (ABS)		X	X	X	X
Child restraint anchor points		X	X	X	X
Childproof rear door locks		X	X	X	X
Day/night rear vision mirror		X	X	X	X
'Dual stage' door unlocking function		X	X	X	X
Dynamic Stability Control (DSC)		X	X	X	X
Electronic Brake-force Distribution (EBD)		X	X	X	X
Emergency Brake Assist (EBA)		X	X	X	X
Engine immobiliser		X	X	X	X
High mount stop lamp		X	X	X	X
Intrusion-minimising brake pedal		X	X	X	X
Left-hand-side convex (wide angle) exterior mirror		X	X	X	X
One touch (up and down) power window (driver)		X	X	X	X

		CX-7 Classic	CX-7 Classic Sports	CX-7 Luxury Sports	CX-7 Diesel Sports
Remote central locking (2 transmitters with retractable key)		X	X	X	X
Reversing camera		X	X	X	X
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages		X	X	X	X
Seat-belts 3-point lap-sash (all seats)		X	X	X	X
Side impact door beams		X	X	X	X
Traction Control System (TCS)		X	X	X	X
Triple H ¹ safety construction with front and rear crumple zones		X	X	X	X

*3 Trip computer displays current and average fuel economy, fuel range and average speed.

*4 Leather interior includes some Maztex material on selected high impact surfaces