

# Feel the drive

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MX5-20P-140318-1

NEW  
**MAZDA MX-5**

DESIGNED TO AWAKEN ALL YOUR SENSES



## The open air, the Mazda way

One shining inspiration runs throughout the whole of Mazda MX-5's long and storied history: the purest expression of the lightweight, open-top sports car's fun-to-drive character. Now MX-5 brings that unmatched pleasure to an even wider range of drivers, stimulating hidden emotions and awakening dormant sensibilities. The intensely beautiful fastback styling and unique power retractable hardtop are the result of Mazda's KODO – Soul of Motion design philosophy and provide an entirely new way to open and close the roof. And Mazda's trademark *Jinba-ittai* handling and eco-friendly performance are assured by the latest evolution of SKYACTIV TECHNOLOGY which continues to set the pace in automotive engineering. Technically, aesthetically, emotionally – Mazda MX-5 is a tour de force like no other cars on the road, offering a truly unforgettable experience. An experience you owe it to yourself to discover.



KODO : SOUL of MOTION





## MX-5

The unmistakable, classic beauty of a fastback design and the unsurpassed versatility of a retractable hardtop: it could only be MX-5. Once again, Mazda creates another innovative sports car design icon offering a quiet, luxurious cabin when the roof is closed and an entirely new take on open-air driving when the roof is retracted. Take the wheel and discover the difference for yourself, roof closed and open.





## MX-5

For more than a quarter of a century since its first introduction, and with each new generation, MX-5 has captured hearts – and awards – all over the world. Its pure driving pleasure, combined with the seamless way interior/exterior boundaries are dissolved, takes open-top motoring to an entirely new pinnacle of joy on the road.

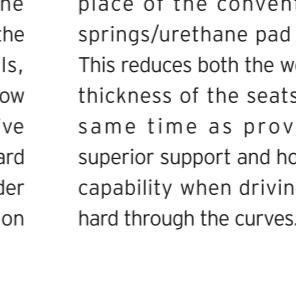
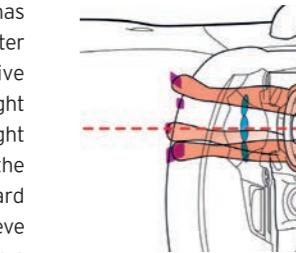




## The redefinition of driving pleasure

First and foremost, development focused on creating a driving experience only the MX-5 series could offer, through response and handling that precisely match the driver's intentions. The aim was simple: to make the vehicle feel like a natural extension of your body. Enhancing Mazda's trademark *Jinba-ittai* – the feeling of being one with car – and fun-to-drive characteristics were the watchwords, even as successive models met the challenge of satisfying ever-higher demands for comfort, safety and environmental friendliness. Of course, weight was kept as low as possible, while the latest advances in SKYACTIV TECHNOLOGY keep the suspension, body and powertrain acting in perfect harmony. Taken together, it all adds up to a total redefinition of sports car driving pleasure.

### Refining the classic lightweight sports car



From the very first generation, Mazda MX-5 has always featured a compact, open-top two-seater body, a Front-midship engine/Rear-wheel drive (FR) configuration, and 50:50 front/rear weight distribution – the classic layout of a lightweight sports car. The fourth generation carries on the tradition, but with the engine moved rearward and an aluminium bonnet and boot lid to achieve a lowered yaw inertia moment. Combined with a lower centre of gravity realized by lowering the engine's mounting position and the seats, this results in the kind of response and handling drivers dream about. Another key element adding to the commanding feeling of control is the driving position: the driver is placed closer to the car's centre line, while the pedals, controls, meters and displays are optimally located to allow the driver to maintain good posture and drive comfortably. Additionally, the low nose, rearward position of the A-pillars and thinner front header afford a panoramic view for easier confirmation

### Saving weight, adding performance



SKYACTIV TECHNOLOGY, long years of experience and Mazda's proven 'Gram strategy' allowed a significant weight reduction for the current generation. Optimal distribution of functions, introduction of compact components, structural innovations, and wider use of aluminium and other lightweight materials resulted from Mazda's pursuit of the ideal structure for the body, chassis and engine. And by further advancing the SKYACTIV-BODY concept of a continuous framework, this reduced weight even resulted in greater rigidity. Measures taken included optimizing the framework, larger cross-sections and straighter lines for the high-mount backbone frame, and more extensive use of high-tensile sheet steel, as well as integrating the chassis and the body. In particular, MX-5 has a dedicated tunnel member specifically developed to handle the changes in front/rear rigidity stemming from the retractable hardtop.

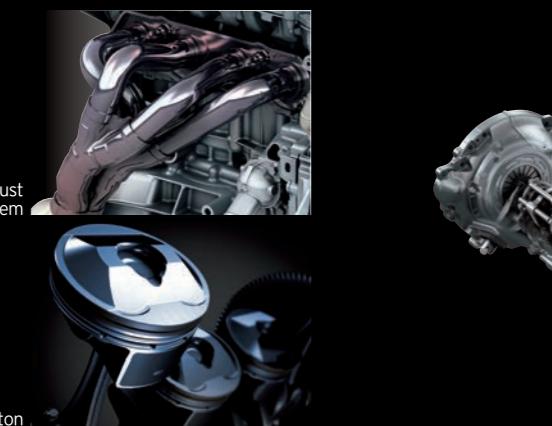
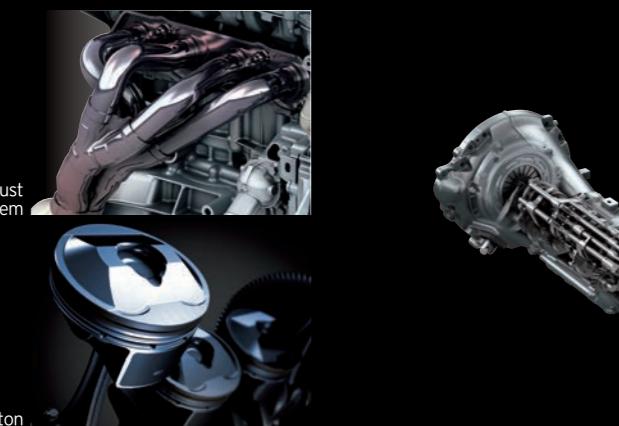
## SKYACTIV TECHNOLOGY

### SKYACTIV-G 2.0



Max. power:  
118kW/6,000rpm  
Max. torque:  
200Nm/4,600rpm

The high-efficiency SKYACTIV-G 2.0 direct-injection petrol engine is your passport to a world of driving that is both exciting and eco-friendly. This engine does more than just set new standards for fuel efficiency and emissions control; it also actively enhances the Zoom-Zoom performance that sets Mazda apart. To accomplish this, Mazda engineers achieved a whole series of technical breakthroughs that include a 4-2-1 exhaust system, high tumble ports, cavity pistons, and multi-hole injectors to deliver an extraordinary compression ratio of 13.0:1 while suppressing the knock usually caused by such high compression. Perfectly



realizing these key technologies to prepare SKYACTIV-G 2.0 for longitudinal-mounting in an FR sports car required a total revision of the engine's design, as well as its intake and exhaust systems. Taken together, the technical breakthroughs embodied in this engine achieve significant weight reductions along with an astonishing increase in fuel efficiency. To the driver, this translates into linear response and lively performance across a broad torque range, as well as satisfying everyday driving thanks to the ample torque available at low- to mid-engine speeds and even the pleasing engine note.

### SKYACTIV-MT



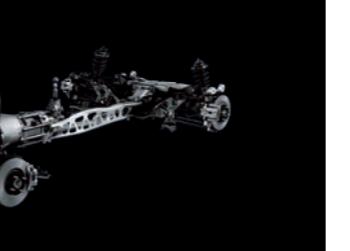
The new-generation six-speed manual transmission SKYACTIV-MT was originally developed to bring the same light positive shifting enjoyed in previous generations of the MX-5 to a broader lineup of Mazda cars, achieving this through a complete redesign of the internal shift mechanism for more efficient action and minimum friction. Now, its design has been painstakingly reviewed to fit the FR layout and realize crisp, 'just right' operation with a positive feeling as if the lever is guiding itself into your desired gear. In addition, adoption of a direct-drive sixth gear contributed to a simpler structure that is both lighter and more compact.

### SKYACTIV-BODY



The goal was lower weight with better safety performance and greater rigidity, achieved by clever engineering to optimize structures and make effective use of materials. And through applying all the knowledge acquired in developing SKYACTIV TECHNOLOGY to date, Mazda engineers created a new SKYACTIV-BODY specifically tailored to an open-top lightweight sports car. The basic concept was to use straight beams and a continuous framework wherever possible to create a structure whose individual sections functioned in perfect harmony. In addition, widespread use of aluminium and high-tensile steel realizes both safety and extreme rigidity, resulting in a lightweight open-top body ideally prepared to respond to the driver's every intention.

### SKYACTIV-CHASSIS



Engineered to deliver even more of Mazda's famous oneness between car and driver, the SKYACTIV-CHASSIS was born from a comprehensive revision of the basics of suspension and steering systems, achieving both weight reduction and excellent rigidity. And while the MX-5 series continues to use the same double-wishbone front suspension and multilink rear suspension configuration as the previous model, they are entirely redesigned to match the SKYACTIV-CHASSIS to optimize the geometry and create a suspension system offering enhanced stability and greater control when cornering. What's more, MX-5's chassis is specially tuned for a refined and relaxing ride. In addition, the Electric Power Assist Steering (Dual Pinion) system has extremely rigid steering characteristics and delivers direct feedback from the road surface.

## Other advanced technologies

### Six-speed automatic transmission



### i-STOP



### i-ELOOP



### i-ELOOP



### i-ELOOP

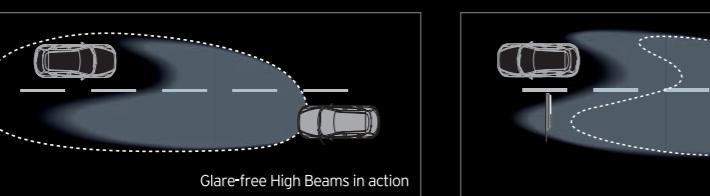
Regenerative braking is a process in which the car's kinetic energy during deceleration is used to generate electricity. To make this process most efficient, Mazda developed the i-ELOOP regenerative braking system that contributes to reducing electricity generation by the alternator, therefore minimizing fuel consumption. i-ELOOP captures the energy lost during deceleration, and saves it as electrical power in a revolutionary high-capacity Electric Double Layer Capacitor (EDLC). The moment you step off the accelerator, the vehicle's forward momentum drives the alternator and starts charging the EDLC which reaches full charge in just 7-10 seconds. Then when you step on the accelerator again, the stored electricity is used to power the car's electrical equipment. It's virtually free energy! The EDLC can stand an almost unlimited number of charge-discharge cycles, and combined with i-stop can improve fuel economy by up to 10% according to Mazda measurements.

## Performance car, performance safety

Mazda's safety philosophy, which guides the research and development of all our safety technologies, is based on understanding, respecting and trusting the driver. To drive safely it's essential to recognize potential hazards, exercise good judgement and operate the car in an appropriate fashion. Mazda aims to support these essential functions so that drivers can drive safely and with peace of mind, despite changing driving conditions. Active safety measures include Mazda's i-ACTIVSENSE suite of advanced safety technologies to help identify and assess potential hazards early on and reduce the risk of damage or injury. Passive safety features include a version of Mazda's high-strength SKYACTIV-BODY newly developed for an FR open-top car.

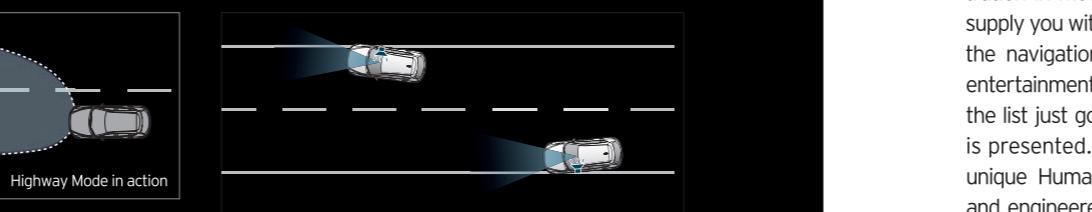
### i-ACTIVSENSE

#### Adaptive LED Headlamps (ALH)

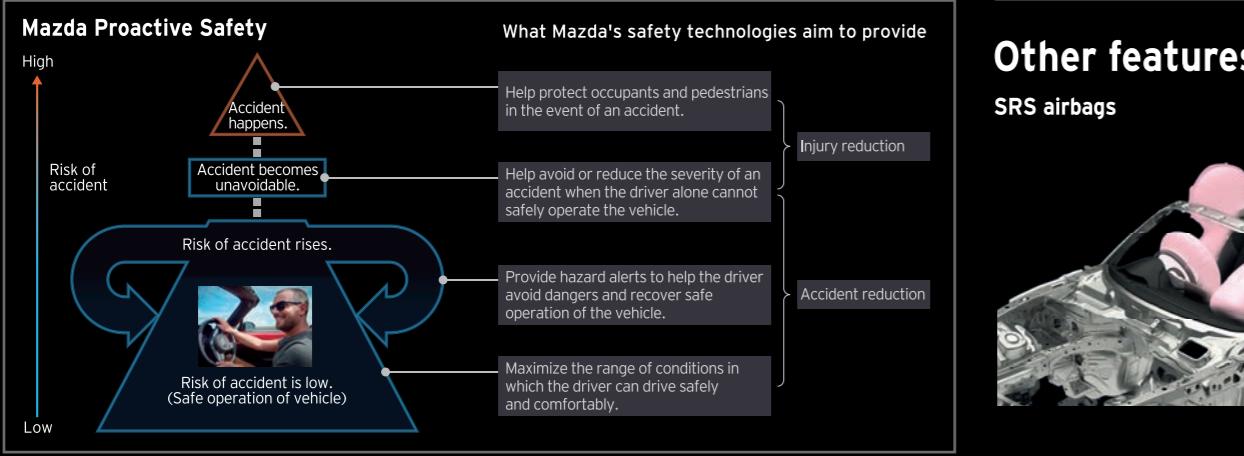


The system increases visibility at night to help drivers stay vigilant by combining three technologies: Glare-free High Beams which automatically dim part of the illuminated area to avoid dazzling other drivers, Wide-range Low Beams which light up a wider area at low speeds and Highway Mode which helps you see further when travelling at speed.

#### Lane Departure Warning System (LDWS)

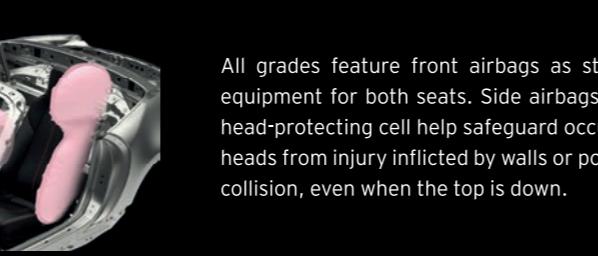


LDWS senses lane markings on the road surface. When the system predicts departure from the lane it issues an audible warning similar to the noise a car makes when it runs onto a rumble strip to prompt timely steering corrections. The system assesses driver inputs such as use of the turn signals to weed out false alarms.



## Other features

### SRS airbags



All grades feature front airbags as standard equipment for both seats. Side airbags with a head-protecting cell help safeguard occupants' heads from injury inflicted by walls or poles in a collision, even when the top is down.

## Keeping you focused and in the picture

### The leading edge of HMI design

All driving demands concentration. Sports driving even more so. And it's hard to maintain concentration in modern cars because they constantly supply you with information: route guidance from the navigation system, hazard warnings, audio entertainment from a wide range of sources... the list just goes on. The key is how information is presented. That's why Mazda developed its unique Human-Machine Interface (HMI) design, and engineered MX-5's cockpit from the ground up to give you information in a way that lets you stay focused on the road and on safe driving.

### The cockpit

The cockpit itself is divided into two zones, one focused on driving and the other focused on infotainment, and each zone has information displays and controls according to its purpose. Physically separating these interfaces promotes easier recognition and smoother operation. Frequently used operations are controlled by steering-wheel mounted switches without taking the hands off the steering wheel.

Mazda developed MZD CONNECT to provide versatile connectivity while further enhancing safety. MZD CONNECT offers a huge range of infotainment options from the Internet through Aha™ by HARMAN when connected to a smartphone via Bluetooth®. The system's Audio feature allows selection of various music sources including AM/FM radio, CDs and mobile audio players, and Aha Internet Radio. The Communication feature reads SMS messages aloud, as well as other Internet social networking services (Twitter and Facebook for example) available via Aha. And the Navigation\* feature shows your current position on a map along with a route to the specified destination. System software is easily updated, providing ongoing access to the latest services without swapping out any hardware.

### MZD CONNECT, the benchmark in-vehicle connectivity system

Internet connectivity has become an essential part of daily life, even while travelling in a car. So





## Comfort and utility



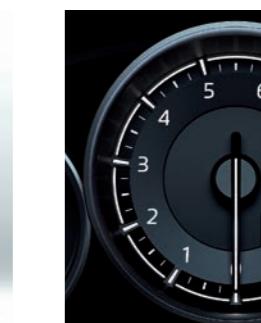
Four-lamp LED headlights, standard on all grades, highlight the Mazda brand presence on the road, day or night. Their eye-like design gives all MX-5 models a look of vitality and power waiting to be unleashed.



The iconic design of the U-shaped rear combination lamps and round tail lights is a tribute to the rear view of previous generations of the MX-5.



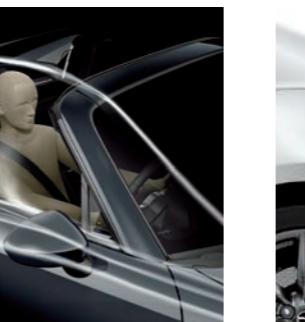
17" aluminium wheels are manufactured with a cold casting technique to strengthen the material and achieve both weight reduction and functional beauty.



The large analogue tachometer and speedometer feature needles with a vertical zero position to emphasize the contrast between action and inaction, suggesting the image of a Japanese sword master poised to strike.



The exclusive Bose® premium sound system features nine speakers including a pair of speakers in both the driver's and passenger's headrests, to deliver superior sound quality even when driving with the top down.



Comprehensive airflow control measures minimize unpleasant draughts while guiding just a refreshing breeze to the occupant's arms and chest to assure the full pleasure of driving with the top down.

A large, transparent aero board supports MX-5's body rigidity while maintaining rearward visibility.



Despite the short rear overhang and the space dedicated to stowing the roof, the boot on both models is long and wide giving truly practical use. This versatile luggage compartment can easily accommodate a pair of hard-type carry-on bags, the boot even features a multipurpose box for tools and other items.



The power retractable hardtop consists of front-, middle- and rear-roof sections and the rear window glass panel. When open, the rear roof remains on the body while the other parts are stowed in the space behind the seats. Opening/closing the roof is done by simply pressing the switch on the front console, even when MX-5 is in motion (at speeds up to 10 km/h). The movements of each roof section are synchronized and overlapped to achieve smooth, fast operation. Operation is confirmed by a five-step animation shown in the multi-information display in the meter cluster.

## SPECIFICATION SHEET AND STANDARD EQUIPMENT

New Mazda MX-5		Retractable Fastback	2.0 RF
		2.0 RF 6MT	2.0 RF
<b>Engine</b>		SKYACTIV-G 2.0, 4-cylinder DOHC, 16-valve	
Type		1,998	
Displacement	cc		
Bore x stroke	mm	83.5 x 91.2	
Compression ratio		13.0:1	
Maximum output	EEC	PS (kW)/rpm	160 (118)/6,000
Maximum torque	EEC	Nm/rpm	200/4,600
Fuel injection type		Electrically controlled fuel direct injection	
Recommended fuel type	Octane number 95	Unleaded Gasoline / Gasohol E10	Unleaded Gasoline / Gasohol E10 and E20
Fuel tank capacity	L	45	
<b>Drivetrain</b>		SKYACTIV-MT	6-speed Automatic with manual mode (Activematic)
Transmission type			3.538
Gear ratios	1st	5.087	
	2nd	2.991	2.060
	3rd	2.035	1.404
	4th	1.594	1.000
	5th	1.286	0.713
	6th	1.000	0.582
	Reverse	4.696	3.168
		2.866	3.454
Final gear ratio			
<b>Steering</b>		Rack and pinion	
Type			
Power steering type		Electric Power Assist Steering (Dual Pinion)	
<b>Suspension</b>		Double-wishbone	
Type	Front		
	Rear	Multi-link	
<b>Brakes</b>		Ventilated discs	
Type	Front	Solid discs	
	Rear	280	280
Diameter	Front	mm	
	Rear	mm	
<b>Dimensions &amp; Weights</b>		3,915	
Overall length (without number-plate holder)	mm		
Overall width (without wheel arch mouldings)	mm	1,735	
Overall height	mm	1,235	
Wheelbase	mm	2,310	
Tread	Front	mm	
	Rear	mm	
Overhang	Front (without number-plate holder)	mm	
	Rear	mm	
Ground clearance (between axles, laden)	mm	845	135
Minimum turning radius (kerb-to-kerb)	m	4.7	
Max. curb weight	kg	1,112	1,138
<b>Technology &amp; Equipment</b>		SKYACTIV-G, SKYACTIV-MT, SKYACTIV-BODY, SKYACTIV-CHASSIS, i-Stop (Idling stop system), i-ELOOP (Mazda regenerative braking system)	
Technology		Tires (205/45 R17), Wheels (17 x 7 J alloy wheels, Gun metallic color), Smart keyless entry, Front wipers (Intermittent, timing adjustable, Rain sensor), Windscreen glass (Noise cut), Headlamps (LED, with automatic levelling, Automatic on/off function), Daytime running lamps (LED), Outer mirrors (Piano black, with convex lens on driver's side), Seatback bars (Piano black), Aero board, Suspension strut bar	
Exterior			
Interior		Push start button, Auto rear view mirror, Drive selection switch (Auto only), Cruise control, Steering wheel (Leather, Audio control switches, Bluetooth® switches, Paddle shift switches (Auto only), Shift knob & parking brake knob (Leather), Air conditioner (Full-automatic), Instrument panel lower part (Leather), Side door trim (Upper panel: body colour, Lower panel: Leather), Door inner handle finish (Bright), Side door lock one-touch release (Driver's side only), Cup holder (2 Points), Rear console lid (Leather))	
Seats		Upholstery (Leather with double red stitch), Integral head restraints (Both sides), Tilt mechanism (Driver's side), Heater (Both sides)	
Audio system		AM/FM radio, CD player (MP3 compatible), 7-inch centre display, commander control, Bose® premium sound system with 9 speakers, Bluetooth® hands-free system, Voice command, AUX jack, 2 x USB port, SD-card port (for navigation system)*	
Safety & Security		Burglar alarm, Immobilizer, Auto door lock, Airbags (Front, Side), Rear parking sensors (4 Sensors), 4W-ABS with EBD, Active Adaptive Shift (AAS), Dynamic Stability Control (DSC), Traction Control System (TCS), Limited-slip Differential (LSD) (Manual only), Adaptive LED Headlamps (ALH), Lane Departure Warning System (LDWS), Seat belts (ELR 3 Points x 2, Retractor and Pretensioner), Front and rear beam impacts, High mount stop lamp	

\* Mazda genuine accessory

## Exterior colours

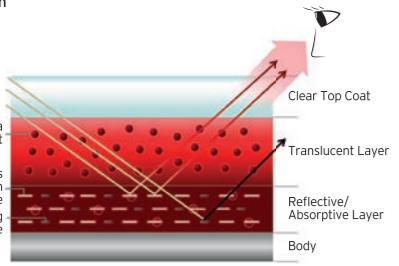


Soul Red Crystal (46V)

### Soul Red Crystal

The Soul Red Crystal is one such new colour evolved from the original Soul Red. It yields an emotionally charged energy and vividness, and takes clear depth and lustre to a much higher level. Soul Red Crystal continues to use three coats a reflective layer, a translucent layer and a clear top coat - but represents a major advance in Mazda's TAKUMI-NURI painting technology.

### Paint-coat composition

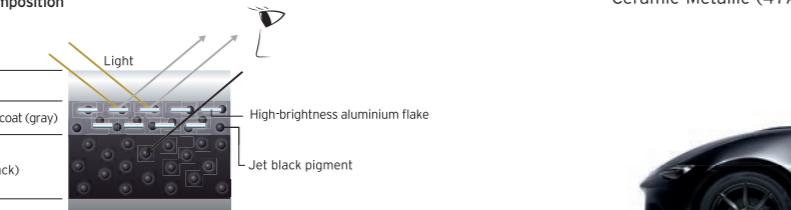


Machine Gray (46G)

### Machine Gray

The Machine Gray body colour was developed as part of Mazda's unique TAKUMI-NURI (TAKUMI: master craftsman, NURI: painting) painting technology, like the brand colour Soul Red. It achieves an unprecedented combination of colour, highlights, shade and depth to emphasize the dynamic body shape of KODO design, and makes MX-5 look as though it were carved from a single ingot of steel.

### Paint-coat composition



Snowflake White Pearl (25D)



Ceramic Metallic (47A)



Jet Black (41W)



Eternal Blue (45B)

## Trim



Leather, Black