

mazda



RX-4 Sedan



RX-4 Wagon



COSMO SPORTS COUPE



RX-3 SP



RX-3 SP

THE ROTARY-ENGINE MAZDAS 1978



Mazda COSMO

The luxury sport coupe with rotary power.

It's the top of the Mazda line. It combines the elegance and dash of a fine touring car with the well-bred power of the rotary engine.

Performance is more than acceleration. It's handling. And ride. So Cosmo comes standard with things like power-assisted disc brakes at all wheels, independent front suspension with coil springs and torsion bar stabilizer, front and rear sway bars, double-acting gas-filled shock absorbers, and steel-belted radial tires.

Cosmo's sleek exterior lines are matched by interior luxury. Contoured reclining seats in rich velour. A handsome instrument panel with warm wood-grain finish. A real-wood steering wheel and gear-shift knob.

Luxury cars aren't always economical. Yet Cosmo is. It gets 27 mpg (highway) and 19 mpg (city), according to EPA estimates.*

*EPA estimates with 5-speed transmission. The actual mileage you get may vary depending on how and where you drive, your car's condition and optional equipment. California 26 mpg (highway), 18 mpg (city).



Mazda RX-4

The family sedan with rotary power.

"A delightful car for long-distance touring," said one car magazine. And they explained why: "vibration-free, effortless power right up through the rev range."

In lots of other ways, the RX-4 Sedan is made-to-order for relaxed family trips. There's ample leg room: 40" in front, 34" in rear.

Seats are deep, shaped the way people are, and covered in soft velour or supple vinyl.

For good road going, you have independent front suspension with stabilizer bar, power-assisted front disc brakes, steel-belted radials, and a steering-column lever that controls almost everything but your kids: turn signals, lane-changing and passing signals, high/low beams, windshield washer and wipers.

A tachometer and electric clock are standard, too. But best of all, so's the rotary power.





Mazda RX-4



The family wagon with rotary power.

Some compact wagons can hardly get out of their own way. The RX-4 has a powerful difference: the rotary engine. Even loaded up, it delivers strong performance.

Wagon features include: Counterbalanced rear door that opens and closes easily. 68 cubic feet of space in a carpeted area that's 6'2" long x 4'2" wide x 2'8" deep. A special hideway compartment that protects small valuables.

Nice things come standard on the RX-4 wagon. Front seats are reclining buckets. There's tinted glass, a ventilation system with six outlets, electric rear-window defroster, and steel-belted radial tires.

Rotary power is standard, too. And you'll appreciate it when your wagon is loaded up.



The affordable performance car.

Remarkably quick and quiet. Yet it's Mazda's lowest-priced rotary-engine car. And it takes you quite a ways on a tank of gas: 28 mpg (highway), 19 mpg (city), by EPA estimates*.

Every RX-3 SP comes loaded. With standard stuff like 5-speed stick shift, steel-belted radials, power-assisted front disc brakes, reclining bucket seats, carpeting, a tach, and sport-type soft steering wheel. (Radios shown are optional.)

For the sporting crowd, look what's in our optional "ultimate appearance" package: Air dam. Louvered quarter windows. Rear-window louvers and spoiler. "Lightning" striping is still another racy touch.

So the RX-3 SP looks as fast as it is. And, with rotary power, runs as fast as it looks.

*EPA estimates with 5-speed transmission. The actual mileage you get may vary depending on how and where you drive, your car's condition and optional equipment. California 29 mpg (highway), 18 mpg (city).





COSMO



RX-4 SEDAN



RX-4 WAGON



RX-3 SP

SPECIFICATIONS AND DIMENSIONS

COSMO

Engine: Rotary, 2-Rotor in-Line. Displacement: 40 cu. in. x 2 (80) (1308 cc). Compression ratio: 9.2:1.

Transmission: 5-speed (synchromesh on all forward gears). Automatic (optional).

Carburetor: 2-stage, 4-barrel down-draft.

Steering: Recirculating ball and nut.

Suspension: Front, independent strut/coil springs with torsion bar stabilizer. Rear, rigid 5 link/coil springs with torsion bar stabilizer.

Foot brakes: Hydraulic, dual circuit with power assist (7.5"); ventilated disc in front, disc in rear.

Tires: 185/70SR-14 Steel Radial, White Line Tubeless.

Disc Wheel Size: 5½ J x 14"

Capacities: Fuel Tank, 17.2 gallons, Engine Oil, 5.3 qts. Engine Coolant, 21.1 pts.

Overall width: 66"

Overall length: 182"

Overall height: 52"

Wheelbase: 99"

Road Clearance: 6"

Tread: Front/rear 54"

Minimum turning radius: 16'5"

Body: Semi-Monocoque construction.

RX-4 SEDAN

Engine: Rotary, 2-Rotor in-Line. Displacement: 40 cu. in. x 2 (80) (1308 cc). Compression ratio: 9.2:1.

Transmission: 5-speed (synchromesh on all forward gears). Automatic (optional).

Carburetor: 2-stage, 4-barrel down-draft.

Steering: Recirculating ball and nut.

Suspension: Front, Independent strut/coil springs with torsion bar stabilizer. Rear, semi-elliptic leaf springs. Torque rods available for Sedan.

Foot brakes: Hydraulic, dual circuit with power assist (7.5"); disc in front, drum in rear.

Tires: BR70-13, Steel Radial, White Line Tubeless.

Disc Wheel Size: 5½ J x 13"

Capacities: Fuel Tank, Sedan 16.4 gallons, Wagon 17.7 gallons. Engine Oil, 5.3 qts. Engine Coolant, 21.1 pts.

Overall length: 179"

Overall width: 65"

Overall height: 56"

Wheelbase: 99"

Road Clearance: 6"

Tread: Front/Rear 54"

Minimum turning radius: 16'5"

Body: Semi-Monocoque construction.

RX-4 WAGON

Engine: Rotary, 2-Rotor in-Line. Displacement: 40 cu. in. x 2 (80) (1308 cc). Compression ratio: 9.2:1.

Transmission: 5-speed (synchromesh on all forward gears). Automatic (optional).

Carburetor: 2-stage, 4-barrel down-draft.

Steering: Recirculating ball and nut.

Suspension: Front, Independent strut/coil springs with torsion bar stabilizer. Rear, semi-elliptic leaf springs. Torque rods available for Sedan.

Foot brakes: Hydraulic, dual circuit with power assist (7.5"); disc in front, drum in rear.

Tires: BR70-13, Steel Radial, White Line Tubeless.

Disc Wheel Size: 5½ J x 13"

Capacities: Fuel Tank, Sedan 16.4 gallons, Wagon 17.7 gallons. Engine Oil, 5.3 qts. Engine Coolant, 21.1 pts.

Overall length: 183"

Overall width: 65"

Overall height: 56"

Wheelbase: 99"

Road Clearance: 6"

Tread: Front/Rear 54"

Minimum turning radius: 16'5"

Body: Semi-Monocoque construction

RX-3 SP

Engine: Rotary, 2-Rotor in-Line. Displacement: 35 cu. in. x 2 (70) (1146 cc). Compression ratio: 9.4:1.

Transmission: 5-speed (synchromesh on all forward gears). Automatic (optional).

Carburetor: 2-stage, 4-barrel down draft.

Steering: Recirculating ball and nut.

Suspension: Front, Independent strut/coil springs with torsion bar stabilizer. Rear, Rigid, semi-elliptic leaf springs, shock absorbers bias-mounted.

Foot brakes: Hydraulic, dual circuit, with power assist (6"); disc in front, drum in rear.

Tires: 175/70SR13 Steel Radial, tubeless.

Disc Wheel Size: 5J x 13"

Capacities: Fuel Tank, 15.1 gallons, Engine Oil, 4.4 qts. Engine Coolant, 19.7 pts.

Overall length: 167"

Overall width: 63"

Overall height: 53"

Wheelbase: 91"

Road Clearance: 6"

Tread: Front, 52" Rear, 51"

Minimum turning radius: 14'2"

Body: Semi-Monocoque construction.