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Tribute

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ON THE
ROAD WITH **Mazda's New**
Tribute
SUV

In Design:

**Mazda Rethinks
the SUV Concept**

The Inside Story:

Tribute's Practical Side

Model Lineup:

4 Trim Levels



[illegible]

Introducing the 200-hp Mazda Tribute LX-V6.

If the company that created the legendary RX-7 and Miata decided to build an SUV, what would you expect? Rapid acceleration? Taut, agile handling? Pure push-you-back-in-your-seat exhilaration? Well, here it is. The Mazda Tribute. A whole new breed of SUV with a powerful 200-horsepower V6 engine. Responsive, fully independent front strut/rear multilink suspension. And unibody construction for a ride so self-assured you won't believe you're driving an SUV. Unless, of course, you consider who built it. The Mazda Tribute. The SUV with the soul of a sports car.



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On the road with Mazda's new Tribute SUV. Who'd have thought an SUV would bring a Mazda Miata to mind?



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Room, comfort and loads of thoughtful features. How many uses can you find for a cup holder?



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Tribute's designers draw upon the Miata for inspiration. Not to mention Mazda's rich heritage of sporty rides.



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Unibody construction, crumple zones, available ABS, side-impact air bags and 4WD just begin to tell the safety story.



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We tested a loaded ES-V6, but there are four models, two engine choices...well, you get the idea.

More Tribute on the Web

When you see this symbol  on the Features & Options page, it's telling you that additional, in-depth information is available for the indicated Tribute features. Just head for our Web site at MazdaUSA.com and look for the same symbol there.



ON THE ROAD WITH
Mazda's New Tribute suv.



IT WAS THE perfect excuse FOR A road trip.

My photographer friend Marcie wanted to shoot San Francisco for an upcoming exhibition. I had a road test to write on the new, sporty and fully equipped 4-wheel-drive Mazda Tribute ES-V6. Now that's what I call synergy.

The morning was crisp and bright as we loaded the Tribute for four days on the road: a laptop computer and cameras, a map book, cooler and several travel bags. We even folded down one side of the rear seat to store a tripod and some prints. Then, listening to favorite CDs on the optional seven-speaker audio system, we plotted a route through farmland and forests to one of America's most beautiful cities. For an auto writer, there is no more varied place than San Francisco: its steep hills, occasionally choppy pavement, countless turns and even the many nearby dirt roads can take the measure of any vehicle.

Tribute's designers know what I've long believed: that most SUV buyers value mastering road conditions and weather over serious off-roading. The Mazda Tribute ES-V6 has a powerful 200-hp V6 that responds quickly to your right foot and has the torque you need for passing (and cam chains that don't need scheduled replacement). Plus an available 4-wheel-drive system that uses the front wheels for primary traction, and automatically powers the rear wheels as needed.



At a coastal vista, Marcie wanted to shoot and I wanted to walk around the Tribute. How can it drive so much like a car? One look underneath revealed the answer. A wide track, independent suspension, and rack-and-pinion steering help Tribute handle more like a sports sedan than a truck. I also noticed the ground clearance that allows heading off-highway. An appealing dirt road peeled off to the right. Marcie and I glanced at each other. Why not? The Tribute ES-V6 is designed for it.





Urban discovery.

City traffic highlights sporty qualities.

“Tribute’s intelligent size meant it fit nicely along the tight San Francisco streets.”

INTERIOR FEATURES	MODELS
A height-adjustable driver’s seat (It’s power on the ES-V6)	LX-V6/ES-V6
A driver’s left footrest	All
A pair of 12-volt power outlets in the center console	All
A 30-minute timer turns off the lights if they were left on	All
Power windows work for 10 minutes after key-off	All
Assist grips for every door opening	All
Coin compartments in the center console	All
Dual map lights for front passengers	All
A warning light on the dash illuminates when it’s time to get gas	All
Reclining seatbacks for the rear passengers	LX-V6/ES-V6
Height-adjustable head restraints for the outboard rear passengers	LX-V6/ES-V6
A 12-volt power outlet in the cargo area	All
An overhead light and tie-down hooks in the cargo area	All
An available moonroof opens with one touch (No need to keep holding the button down)	LX-V6/ES-V6

T In the afternoon the Tribute’s V6 powered us up Twin Peaks, a spectacular view area overlooking San Francisco. I parked and slid out of the 6-way adjustable driver’s seat. What I saw took my breath away. Below us, San Francisco sprawled like a vast coral reef, shining with the promise of discovery. We couldn’t wait to give this great city a once-over. Now it was Marcie’s turn to drive, and my turn to enjoy a coffee and pick the music.

Our descent into the city was far from trucklike, for the Tribute’s intelligent size meant it fit nicely along the tight San Francisco streets. I love sensibly sized SUVs! Marcie first steered us downhill toward the famed ‘60s Haight-Ashbury district (photo op), then up to the wonderfully crooked Lombard Street (more photos), and finally down again to Fisherman’s Wharf (still more photos). Hey, don’t call us tourists—we’re urban discoverers.

I did most of the navigating, and while looking for landmarks, I discovered an

interesting fact: Tribute has great outward visibility. Road testers know this is invaluable for navigating as well as for improving active safety—the ability to avoid an accident. On the occasionally wet streets, Marcie discovered something else safety-related: the security of the available ABS and street-oriented all-season tires. From winding rural highways to dirt roads to the streets of San Francisco, Tribute had carried us in safety and style.



Above: Large cup holders proved more useful than even the designers intended.



Above right: With its 6-disc capacity, the optional in-dash CD changer kept the music coming.



Right: ES-V6 model’s power adjustments made it easy to get comfortable in the driver’s seat.



Tribute

SHOWS ITS
practical side.

Like most photographers, Marcie needed frequent access to her gear on our trip. That's where the Tribute's low cargo floor and liftgate-window feature proved especially handy. So did the tinted glass and retractable cargo cover, which hid all her gear from view and also helped keep the film cool by shielding it from sunlight.

We'd arrived at our bed-and-breakfast in the late afternoon, and before heading out

for dinner that evening, I took a few minutes to learn more about the Tribute's interior features. Sitting in the driver's seat, I closed my eyes and felt for the door handles, shifter, seat and window controls, climate controls, and lighting and wiper switches, to find out if they're intuitively placed. They are.

The audio system is just as expertly configured, with controls that are easy to use on the go. We also really liked the

many handy storage spaces, like seatback pockets on both front seats, covered console storage and the expected locking glove box.

Would the rear seating be just as agreeable? Yes. Many SUVs seem to treat the rear passengers as afterthoughts, but I'm confident that if I carried friends in the Tribute, they'd stay friends. The rear seatback even reclines for comfort. The seatback splits 60/40, so either side or both can fold forward for even more cargo volume—over 74 cubic feet in all.



I didn't actually calculate that, but I did get out my tape measure to check out Mazda's claim that the loading area even accepts a 4x8 sheet of plywood with the liftgate window open. Amazingly, it will.

When we got to the restaurant, Marcie recounted her photography and I shared a possible angle for my article. Later, we reluctantly parked the Tribute for the night. "I get first drive tomorrow," Marcie said. "Sorry," I answered. "I've got a story to write."



Above: A liftgate window that opens independently made storing or retrieving our gear quick and easy.

Above right: We appreciated the optional moonroof—and its thoughtful one-touch auto-open feature.

Right: Sunglasses get their own handy storage space, and within easy reach.

Far right: ES-V6 audio-system upgrade, shown here, proved to be a great-sounding option.





“Tribute offers a unique combination of high ‘command seating’ and a low step-in height for easy entry and exit.”



How do you explain the essence of a vehicle? By defining its personality. The Tribute is decidedly stylish, sporty and powerful—and comfortable, practical and luxurious in equal parts. Nowhere is this more apparent than in the interior.

Tribute’s spacious body helps it excel in the critical areas of headroom, legroom and shoulder room. Likewise, Tribute offers a unique



combination of high “command seating” and a low step-in height for easy entry and exit. Its front seats are orthopedically designed, with enhanced lumbar support for the fourth and fifth vertebrae. On a long trip, this intelligent support is greatly appreciated.

Rear passengers are just as thoughtfully cared for, with a low step-in height and “theater style” seating that provides a raised seating position for improved visibility.

A tribute, you might say, to the Mazda Tribute’s insightful engineering.

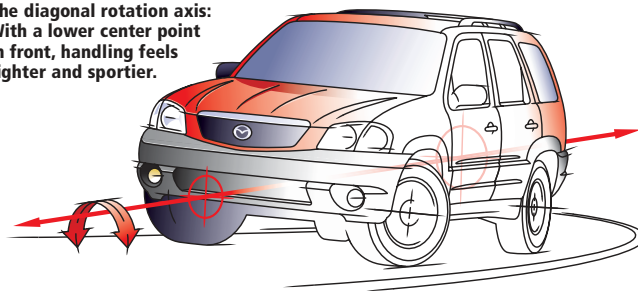


The product of a unique heritage, Tribute has a distinctly Mazda flair.



MAZDA rethinks THE SUV CONCEPT.

The diagonal rotation axis:
With a lower center point
in front, handling feels
tighter and sportier.



We've all heard it before, that this or that new SUV is more luxurious, more like a car. So, what has Mazda done differently with the new Tribute?

Well, most important, from concept to finished product, Mazda engineers have drawn heavily on the company's decidedly sporty heritage. It shows in the styling cues. And it makes itself felt even more strongly in the way the Tribute drives. This is one SUV with the soul of a sports car. Powerful. Responsive.

And with a sure-footed handling feel that makes you want to look for twisty roads.

Even many of the most luxurious SUVs are still, down deep, trucks. And they drive a little roughly like, well, trucks. Those few that do drive like cars have been either very small or very expensive. Until now. With Tribute, Mazda gives us a carlike SUV with plenty of room—and a family-sedan price.

How do you design that kind of SUV? If you're Mazda, the first thing you do is make sure their famed Miata roadster is part of the development process. "Keeps those engineers focused." Then you give the Tribute a fully independent suspension, including front MacPherson struts with a stabilizer bar, and an exclusive, sophisticated rear multilink design. Borrowing from the Miata, Mazda engineers also created what they call a "diagonal" rotation axis, higher in the rear than the front. Without going too deeply into technical jargon, this axis essentially causes

the Tribute to "hunker down" a bit in front through curves and corners. The results are cornering movements more comparable to those of a sports sedan than a conventional SUV. Turns out this design even reduces the side-to-side "head-toss" phenomenon so familiar to drivers of many truck-based SUVs.

Did we mention that the steering itself is rack-and-pinion, like a sports car's? OK, the Tribute may not duplicate the Miata's unique pleasures. But it still gives an enthusiast driver plenty to be happy about.



Rotary-powered
RX-Evolv concept,
speeding Mazda
toward the future
at high rpm.

EXTERIOR FEATURES

MODELS

A roof rack that holds up to 100 pounds of cargo	All
Body-side cladding that resists dents and dings	All
Side mirrors that can be folded back for tight spaces	All
"Jeweled" headlights with clear lenses	All
European-style turn signals on the front fenders	All
Windshield wipers with an adjustable intermittent setting	All
A liftgate that can be opened with one hand	All
A liftgate window that opens independently	All
A rear wiper with an intermittent setting	All
Fog lights integrated into the front bumper	LX-V6/ES-V6
Substantial-looking 16-inch wheels and tires	All

Tribute's similarity to a sports sedan

only begins with the suspension.

You think computers are taking over your life? You should see an engineering studio. But this is a good thing, because computers allow engineers to very accurately "model" all aspects of a car's behavior. And nowhere is this more important than in occupant safety. If you could look at the Tribute on the computer, you'd see how Mazda's engineers created a "safety cage" around the passenger cabin. "Crumple zones," front and rear, absorb impact force instead of passing it all on to the occupants. Mazda's "Triple H" construction adds H-shaped reinforcements



Dual air bags are standard, and front side-impact air bags are available.*

Mazda's choice of a unibody construction, like a car's, rather than the separate body and frame of a truck, adds to the tight feel and pays off in occupant safety as well.



Far left: International-standard seat- and ceiling-mounted tether anchors are built into the rear seat.

Left: Available ABS includes Electronic Brakeforce Distribution (EBD) to help ensure the shortest, most stable stops.

Above: Outstanding visibility in all directions is particularly welcome in foul weather conditions.

in the roof, floor and body sides. Inside the Tribute, you'll find dual second-generation front air bags.* And the front safety belts have two valuable features that can help prevent injuries: pretensioners automatically tighten in a collision, while force limiters keep them from getting too tight. You can also get an advanced Anti-lock Brake System (ABS) with EBD, together with front seat-mounted side-impact air bags,* on LX-V6 and ES-V6 Tributes.

While on-road performance is the priority, Mazda has made sure to give Tribute plenty of off-pavement and foul-weather capability too. Including an available 4WD system that's so smooth and transparent, you'll probably never really feel it kick in. Mazda calls it an "on-demand" system, but "as required" describes it just as accurately. Using a Rotary Blade Coupling (RBC), the system sends power only to the front

wheels in normal conditions. Should one or both start to lose traction, power is transferred to the rear wheels as needed. You can lock the center differential too, to create a 50/50 front/rear power split. Where is this useful? Ice would be one example, because any power transfer from front to rear could give you control problems. The differential lock is electromagnetic, for instantaneous locking or unlocking, even under load.

*Always wear your safety belt and secure children in the rear seat.



4 trim levels

to offer a range of standard features.

“Exceptional degrees
of style, versatility
& sportiness.”

*Seating surfaces upholstered in leather except for vinyl on seat side panels, rear sides of seatbacks and other minor areas.

setup and refined road manners. The DX comes with a 130-hp 4-cylinder engine and a 5-speed manual transmission. The 200-hp V6, along with a 4-speed automatic and larger fuel tank are standard on the DX-V6. Upgrading to the LX-V6 adds alloy wheels and interior amenities such as a 60/40 split fold-down rear seatback in place of the DX's one-piece fold-down seatback. The on-demand 4WD system is available on all trim levels. LX-V6 and ES-V6 are also available with an ABS/side-impact air bag option and Premium Audio Package. A Towing Package is available for any V6 Tribute.

ANY SUV CAN CARRY STUFF.

ZOOM ZOOM

THE NEW TRIBUTE CAN JUST PLAIN HAUL.



Performance where you need it.

Many SUVs are built to handle just about anything—except smooth pavement. Yet that's where they spend 98% of their time. That's why we designed the Mazda Tribute with a fully independent suspension, like a sports car's. And with responsive steering and an available 200-hp V6. So you can have some real fun. Especially on the road.



Get in. Be moved.



Clockwise from upper left: Side steps are both stylish and practical; cargo divider/pet guard effectively fences off the cargo area; rear spoiler and rear bumper step plate add distinctive touches.



Part of the fun of owning a sport utility vehicle is finding ways to personalize it. So, along with the new Tribute, Mazda also designed a long list of Genuine Mazda Accessories. Each one engineered to complement the form and function of this new SUV. Some of these accessories are shown above, and other accessories available include:

- All-weather floor mats
- Rear mud guards
- Roof-mount ski rack
- Cassette player
- Hood deflector
- Roof-mount bike rack
- Cargo net
- Side step tubes
- Trailer-hitch bike rack
- Interior pollen filter
- Touch-up paint
- Engine block heater
- Cargo liner
- Alloy-wheel locks
- Moonroof wind deflector
- Alarm system
- Car cover
- Full or half mask

Mazda notes that all Genuine Mazda Accessories, if installed by the Mazda Dealer prior to or at initial vehicle retail delivery, carry the same new-vehicle warranty as the Tribute.

COLOR COMBINATIONS

EXTERIOR COLOR	INTERIOR COLOR
Mystic Black Clearcoat	Gray
Classic White Clearcoat	Beige
Sunburst Red Metallic	Beige
Jewel Green Metallic	Beige
Chestnut Mica	Beige
Desert Metallic	Beige
Platinum Metallic	Gray
Galaxy Blue Metallic	Gray

Mazda Limited Warranty

Mazda warrants that the Mazda vehicle will be free of defects with normal use and prescribed maintenance for 36 months or 50,000 miles, whichever comes first, or Mazda will repair any problem without charge. Ordinary maintenance items or adjustments, parts subject to normal wear and replacement and certain other items are excluded. This transferable "limited warranty" is included on all new 2001 Mazda vehicles sold and serviced in the United States.

Complement the limited warranty on your new vehicle with the Mazda Extended Protection Plan, the only service agreement backed by Mazda. See your Mazda Dealer for complete details.

Emergency Roadside Assistance

As part of our commitment to your total satisfaction, Tribute owners are automatically enrolled in our Emergency Roadside Assistance Service Program for the duration of the 36-month/50,000-mile limited warranty. Dead battery? Locked out? When the unexpected happens, this 24-hour service will provide just about any assistance necessary to get your car back on the road and minimize any inconvenience while you're stranded. For complete details, see your Mazda Dealer.

Product Changes and Options Availability:

Following publication of this brochure, certain changes in standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages. Your Mazda Dealer is your best source for up-to-date information. Mazda reserves the right to change product specifications at any time without incurring obligations. Options shown or described in this brochure are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.



Platinum Metallic



Galaxy Blue Metallic



Chestnut Mica



Classic White Clearcoat



Beige Leather ES-V6



Beige Cloth LX-V6



Beige Cloth DX, DX-V6



Jewel Green Metallic



Mystic Black Clearcoat



Sunburst Red Metallic



Desert Metallic



Gray Leather ES-V6



Gray Cloth LX-V6



Gray Cloth DX, DX-V6

FEATURES & OPTIONS

Mechanical Features	DX [†]	DX-V6	LX-V6	ES-V6
 2.0L DOHC 16-valve 4-cylinder engine with 130 hp	S	—	—	—
 3.0L DOHC 24-valve V6 engine with 200 hp	—	S	S	S
5-speed manual transmission	S	—	—	—
4-speed automatic transmission	—	S	S	S
 Front-wheel drive	S	S	S	S
Power-assisted rack-and-pinion steering with engine-speed-sensing variable assist	S	S	S	S
Power-assisted front disc/rear drum brakes	S	S	S	S
Exterior Features				
16-inch styled steel wheels, P215/70R16 tires	S	S	—	—
16-inch 6-spoke alloy wheels, P215/70R16 tires	P	—	—	—
16-inch 5-spoke alloy wheels, P235/70R16 tires	—	P	S	S
Molded-color bumpers and lower body cladding	S	S	—	—
Painted bumpers and lower body cladding	—	—	S	S
Wheel-arch moldings (molded-color DX-V6; painted LX-V6, ES-V6)	—	P	S	S
2-speed variable-intermittent wipers	S	S	S	S
Intermittent rear wiper with washer	S	S	S	S
 Flip-up liftgate window	S	S	S	S
Privacy-tint glass on rear windows and liftgate	P	P	S	S
Clear-lens halogen headlights with automatic shutoff	S	S	S	S
Clear-lens front fog lights	—	—	S	S
Roof rack	S	S	S	S

Interior Features

 Dual 2nd-generation front air bags	S	S	S	S
Reclining front bucket seats	S	S	S	S
Driver's seat height adjustment	—	—	S	S
 6-way power driver's seat	—	—	—	S
1-piece fold-down rear seat	S	S	—	—
 60/40 split fold-down rear seat with reclining seatbacks	—	—	S	S
Cloth upholstery	S	S	S	—
Leather-trimmed upholstery* and steering-wheel rim	—	—	—	S
Carpeted floor mats	S	S	S	S
Retractable cargo cover	—	—	S	S
 Power windows with driver's 1-touch-down feature	S	S	S	S
Power door locks with 2-stage unlocking	S	S	S	S
Remote keyless entry system	P	P	S	S
Engine-immobilizer security system	S	S	S	S
 10-minute key-off power reserve for windows and moonroof	S	S	S	S
Tilt steering wheel	S	S	S	S
Cruise control with steering-wheel-mounted controls	—	—	S	S
Front and rear cup holders	S	S	S	S
Center console with open storage tray	S	S	—	—
Center console with covered storage and armrest lid	—	—	S	S
Overhead storage console	—	—	P	S
Dual vanity mirrors with covers; overhead map light	S	S	S	S
Heater/defroster with rear-seat heater ducts	S	S	S	S
CFC-free air conditioning; rear window defogger	S	S	S	S
100-watt AM/FM/CD stereo with 4 speakers and digital clock	S	S	S	S

Options and Option Packages DX[†] DX-V6 LX-V6 ES-V6

 Automatic on-demand 4-wheel drive with Rotary Blade Coupling and lockable center differential	O	O	O	O
 Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD); front side-impact air bags	—	—	O	O
DX Popular Equipment Package: 16-inch 6-spoke alloy wheels; privacy-tint rear glass; remote keyless entry system	O	—	—	—
DX-V6 Popular Equipment Package: 16-inch 5-spoke alloy wheels; P235/70R16 all-season radial tires; molded-color wheel-arch moldings; privacy-tint rear glass; remote keyless entry system	—	O	—	—
 Towing Package: Class II towing preparation; frame-mounted trailer-hitch receiver with 3500-lb capacity; engine-oil cooler; trailer wiring harness	—	O	O	O
 Premium Audio Package: 190-watt AM/FM/cassette stereo with 6-CD in-dash changer; 7 speakers, incl. subwoofer	—	—	O	O
Luxury Package: Premium Audio Package items plus one-touch-open power sliding-glass moonroof with interior sunshade; overhead console (Std. ES-V6)	—	—	O	O

S : Standard P : Package Option — : Not Available O : Optional

*Seating surfaces upholstered in leather except for vinyl on seat side panels, rear sides of seatbacks and other minor areas. [†]Late availability.

SPECIFICATIONS

	2.0L	3.0L
Engine size and type	DOHC 16-valve 4-cylinder	DOHC 24-valve V6
Horsepower, SAE Net	130 @ 5400 rpm	200 @ 6000 rpm
Torque, SAE Net lb-ft	135 @ 4500 rpm	200 @ 4750 rpm
EPA estimated fuel economy	2WD 23 city/28 hwy 4WD 22 city/26 hwy	18 city/24 hwy 18 city/24 hwy
Recommended fuel	Regular unleaded gasoline	Regular unleaded gasoline
Fuel capacity, gal	15.3	16.4
Curb weight, lb	3091 (2WD); 3245 (4WD)	3292 (2WD); 3455 (4WD)

Exterior Dimensions (inches)	DX, DX-V6	LX-V6, ES-V6
Overall length	173.0	173.0
Overall width	70.8 (71.9) [‡]	71.9
Overall height	69.3 (69.9) [‡]	69.9
Wheelbase	103.1	103.1
Track, front/rear	60.6/59.8 (61.0/60.2) [‡]	61.0/60.2
Turning circle, curb-to-curb, ft	35.4 (36.8) [‡]	36.8
Ground clearance	7.9 (8.4) [‡]	8.4

Interior Dimensions (inches)	
Headroom front/rear	40.3/38.9 38.2/36.9 w/moonroof
Legroom front/rear	41.7/36.9 41.7/36.9
Shoulder room front/rear	55.9/55.7 55.9/55.7

Capacities

Cargo volume (rear seat up), cu ft	33.1	33.1
Cargo volume (rear seat folded), cu ft	74.4	74.4
Passenger volume, cu ft	100.7	100.7
	95.6 w/moonroof	
Roof-rack payload, lb	100	100

[‡]DX-V6 with DX-V6 Popular Equipment Package.

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