



Mazda. Always the soul of a sports car.®

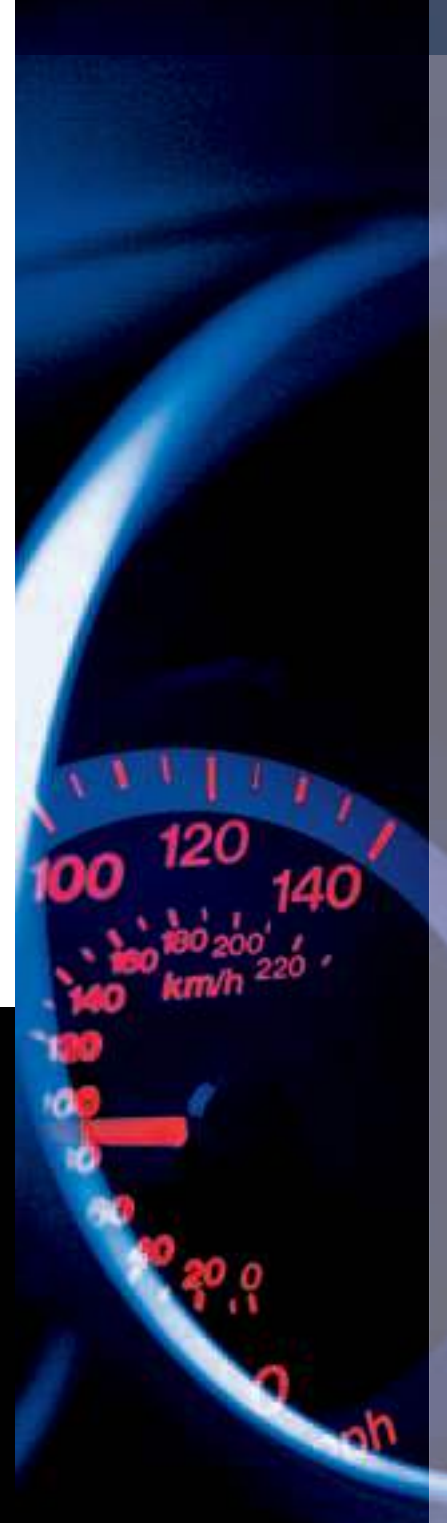


Always. When a car has the soul of a sports car, it shows. And in a Mazda, it's impossible to ignore. You can see it in the inspired intersection of stylish design, spirited performance and insightful engineering. You can feel it too. Especially when you're firmly buckled into the driver's seat, up to speed and rapidly approaching a challenging stretch of road. That's when a Mazda will readily reveal its soul—rewarding you with an instantaneous and exhilarating rush. It's the emotion of motion—that familiar feeling of "Zoom-Zoom" you first experienced as a child. It's the intensely liberating, fun-to-drive feeling that every Mazda is purposefully, and passionately, designed to deliver. And why we proudly promise: Mazda. Always the soul of a sports car.®



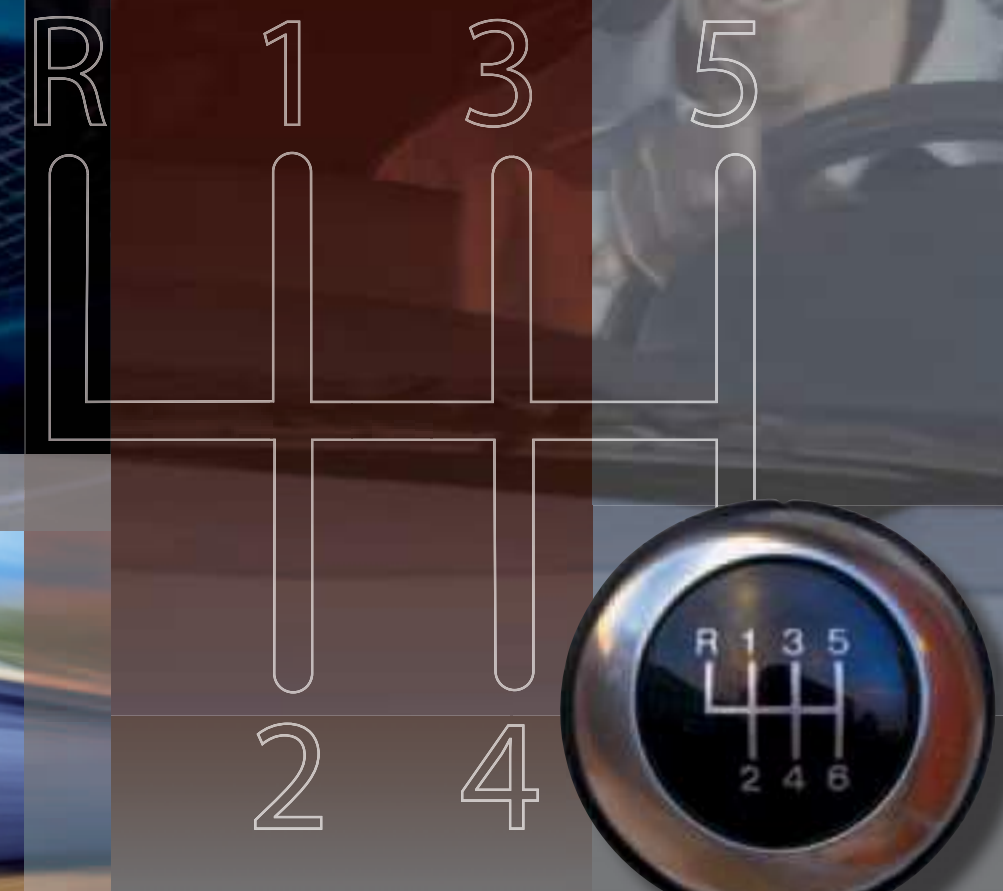
That's why a Mazda is always stylish.

At Mazda, we hold that a vehicle's styling should be as emotionally engaging as its performance. So boxy, bland and boring are out. And sports-car-inspired styling is in. After all, styling is the first thing that sets a vehicle apart as something exciting, compelling and cool. And it's why bold, athletic styling is now a hallmark of every Mazda we make—from the confident curves of the MAZDA3 and MAZDA6 to the sleek, head-turning silhouettes of our two new crossovers, the Mazda CX-7 and Mazda CX-9. It's also a design philosophy applauded by numerous automotive experts. Edmunds.com, for example, said of the MX-5 Miata: "...it becomes obvious that every aspect of the car was designed and engineered by people who love cars and love to drive." And after surveying Mazda's new 5-passenger SUV, *Road & Track* (6-06) observed: "The CX-7's exterior styling is probably the strongest indication that this isn't your normal everyday crossover." But then, when you're passionate about designing superbly styled vehicles, it shows. In the sporty, fun-to-drive vehicles you create. And in the second looks they command.



That's why a Mazda is
always spirited.

Mazda has built more sports cars than anyone else in the world. In fact, on any given weekend, there are more Mazdas on the roadrace tracks of America than any other brand of vehicle.* Import or domestic. And what we've learned about designing truly spirited, fun-to-drive vehicles is this: The secret is creating a genuine balance between power and control. Which is why this crucial element is engineered into every vehicle Mazda makes—from our traditional two-seat sports car to our new 7-passenger crossover SUV. By ensuring that a genuine balance exists between a vehicle's powertrain and its steering, suspension and braking systems, Mazda engineers are able to create an entire family of spirited, agile vehicles. But best of all, the exhilarating proof is easy to experience. In the responsiveness and refined road manners of a MAZDA6. In the smooth, high-revving rotary power and remarkable handling of a Mazda RX-8. And, of course, in the nimble, nearly intuitive handling of a Mazda MX-5 Miata. Which should come as no surprise. After all, creating a feeling of oneness between car and driver is what driving a Mazda is all about. * Based on Sports Car Club of America racing data.



That's why a Mazda is always insightful.

Mazda has a passion for creating insightful new solutions. Especially when it comes to ingenious designs and innovative engineering. And it's this kind of fresh, original and independent thinking that makes Mazda vehicles so timely, relevant and liberating. You'll appreciate it in the legendary, lightweight Mazda MX-5 Miata roadster—now available with a new Power Retractable Hard Top that's remarkably fast (12 seconds—once latch is released.) and space-efficient. You'll experience it in the surprisingly agile MAZDA5—America's first 6-passenger Multi-Activity Vehicle that's as fun to drive as it is versatile. You'll recognize it in the revolutionary Mazda RX-8—the world's only rotary-powered, 4-door sports car with seating for 4 adults. You'll also see it in Mazda's uncompromised quality and craftsmanship. As well as in the rich textures, first-rate materials and precise tolerances that grace all Mazdas. By continuing to pursue insightful new solutions, Mazda is striving to make every drive more fun and exhilarating. Every ride more comfortable and enjoyable. And every trip more engaging and entertaining.



And that's why
it all comes back to
Zoom-Zoom.

Mazda's lineup for 2007 makes it easier than ever to enjoy all of the pride, value and peace of mind of new-car ownership. And to recapture that invigorating feeling of "Zoom-Zoom." With over a dozen distinctively different vehicles that have been intentionally, and passionately, designed for this very purpose. Vehicles not merely mass-produced for basic transportation, but intentionally crafted to embody the soul of a sports car. Through their stylish, head-turning design. Through their spirited, exhilarating performance. And through their insightful, innovative engineering. Which is why, whenever you slide behind the wheel of a new Mazda—any new Mazda—pure, undiluted "Zoom-Zoom" is waiting for you. Each and every time you turn the key.



'07 MAZDA CX-9. Crossover to a more innovative SUV. The all-new CX-9 is the first crossover to actually combine true 7-passenger versatility, breakthrough styling and sports-sedan-inspired performance. You'll also enjoy a refined, well-appointed interior plus safety features that include Traction Control, Dynamic Stability Control and even Roll Stability Control—all standard.

Engine	3.5L DOHC 24-valve engine with variable valve timing, 263 hp and 249 lb-ft of torque
Transmission	6-speed Sport AT automatic
Suspension system	Front— <i>independent</i> strut-type with stabilizer bar Rear— <i>independent</i> multilink with stabilizer bar
Brake system	Power-assisted 4-wheel ventilated disc brakes, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD) and Brake Assist
Safety control systems	Traction Control System (TCS) and Dynamic Stability Control (DSC), Roll Stability Control (RSC)
Available models	Sport, Touring and Grand Touring

[MazdaUSA.com/CX-9](#)



'07 MAZDA3 4-DOOR & 5-DOOR. Rethink what's possible. And get all you're looking for, without spending all you have. Take your pick from two body styles and two advanced, all-aluminum engines. Both these gems run circles around the sport-compact-sedan status quo—with knockout styling, spirited performance, crisp handling plus a long, sweet list of standard features.

Engines	<i>i</i> models—2.0L DOHC 16-valve 4-cylinder engine with variable valve timing, 148 hp and 135 lb-ft of torque (144 hp and 132 lb-ft in CA, MA, ME, NY and VT) <i>s</i> models—2.3L DOHC 16-valve 4-cylinder engine with variable valve timing, 156 hp and 150 lb-ft of torque (151 hp and 149 lb-ft in CA, MA, ME, NY and VT)
Transmissions	5-speed manual transmission—standard 4-speed Sport AT automatic—available on <i>i</i> models 5-speed Sport AT automatic—available on <i>s</i> models
Suspension system	Front— <i>independent</i> strut-type with stabilizer bar Rear— <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes—standard on all models Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)—standard on <i>s</i> models; available on <i>i</i> models
Available models	4-Door: <i>i</i> Sport, <i>i</i> Touring, <i>s</i> Sport, <i>s</i> Touring and <i>s</i> Grand Touring 5-Door: <i>s</i> Sport, <i>s</i> Touring and <i>s</i> Grand Touring

[MazdaUSA.com/MAZDA3](#)



'06 MAZDA TRIBUTE. It's the SUV for your real life. An agile, value-oriented alternative to all those pricey, oversized, underpowered and awkward-handling SUVs. Available in both 2WD and 4WD models, the Tribute's responsive performance, crisp handling and impressive versatility make it easy to afford yourself more freedom.

Engines	<i>i</i> model—2.3L DOHC 16-valve 4-cylinder engine with 153 hp and 152 lb-ft of torque <i>s</i> model—3.0L DOHC 24-valve V6 with 200 hp and 193 lb-ft of torque
Transmissions	5-speed manual override transmission—standard on the <i>i</i> model 4-speed automatic override transmission—standard on the <i>s</i> model, available on the <i>i</i> model
Suspension system	Automatic on-demand 4-wheel drive—available on both <i>i</i> and <i>s</i> models Front— <i>independent</i> strut-type with stabilizer bar Rear— <i>independent</i> multilink with dual lateral links and trailing arms
Brake system	Power-assisted front discs/rear drums—standard on <i>i</i> model, Power-assisted 4-wheel disc brakes—standard on the <i>s</i> model, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)—standard on both <i>i</i> and <i>s</i> models
Available models	<i>i</i> and <i>s</i>

[MazdaUSA.com/Tribute](#)



'07 MAZDA5 MULTI-ACTIVITY VEHICLE. It's fun to drive yet fuel-efficient. Agile yet accommodating. Well-equipped yet well within your budget. And with versatile seating for six; a flexible, fold-flat cargo area; 4-wheel disc brakes; an Anti-lock Brake System (ABS); and even side-impact air curtains* for all three rows—all standard—it's right where everything else isn't.

Engine	2.3L DOHC 16-valve 4-cylinder engine with variable valve timing, 153 hp and 148 lb-ft of torque
Transmissions	5-speed manual override transmission—standard on Sport and Touring 4-speed Sport AT automatic—available on Sport and Touring, standard on Grand Touring
Suspension system	Front— <i>independent</i> strut-type with stabilizer bar Rear— <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes and Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD) and Brake Assist
Available models	Sport, Touring and Grand Touring

[MazdaUSA.com/MAZDA5](#)

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



'07 MAZDASPEED6. It's simply the fastest-accelerating, best-handling and most advanced sports sedan Mazda has ever built. Better still, you can count on a well-appointed interior of equal caliber. With its 270 hp,* 6-speed manual gearbox, Active Torque Split All-Wheel-Drive system and other high-tech innovations, the MAZDASPEED6 takes high-performance to a higher level.

Engine	2.3L turbocharged and intercooled Direct-Injection Spark Ignition (DISI) engine with 270 hp* and 280 lb-ft of torque
Transmission	6-speed manual override transmission Active Torque Split All-Wheel Drive Limited-slip rear differential
Suspension system	Front— <i>independent</i> double-wishbone with stabilizer bar Rear— <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes with 12-inch rotors, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)
Safety control systems	Traction Control System (TCS) and Dynamic Stability Control (DSC)
Available models	Sport and Grand Touring

[MazdaUSA.com/MAZDASPEED6](#)

* Use of gasoline lower than 93 octane can decrease performance and peak horsepower during use.



'07 MAZDASPEED3. Meet Mazda's "Wild Child." A high-output performer without the high-output price. It boasts 263 turbocharged horsepower,* a close-ratio 6-speed manual gearbox, a torque-sensing limited-slip differential and track-tuned suspension system. Plus the sizzling good looks of a MAZDA3 5-Door. Naturally, Traction Control and Dynamic Stability Control are both standard.

Engine	2.3L turbocharged and intercooled Direct-Injection Spark Ignition (DISI) engine with 263 hp and 280 lb-ft of torque
Transmission	6-speed manual transmission limited-slip differential
Suspension system	Front—MAZDASPEED Sport <i>independent</i> strut-type with stabilizer bar Rear—MAZDASPEED Sport <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)
Safety control systems	Traction Control System (TCS) and Dynamic Stability Control (DSC)
Available models	Sport and Grand Touring

[MazdaUSA.com/MAZDASPEED3](#)

* Use of gasoline lower than 91 octane can decrease performance and peak horsepower during use.



'07 MAZDA6 SPORTS SEDAN AND 5-DOOR. Designed to help put a quick end to the boring sedan, both of these exhilarating MAZDA6 models feature a slick-shifting, close-ratio, 5-speed gearbox; 4-wheel independent suspension; 4-wheel disc brakes; plus an available 212-hp V6. If you're looking for a true sports sedan that's more stylish, athletic and fun to drive, look no further.

Engines	<i>i</i> models—2.3L DOHC 16-valve 4-cylinder engine with variable valve timing, 156 hp and 154 lb-ft of torque (146 hp and 149 lb-ft with AT in CA, MA, ME, NY and VT) <i>s</i> models—3.0L DOHC 24-valve V6 engine with variable valve timing, 212 hp and 197 lb-ft of torque
Transmissions	5-speed manual transmission—standard 5-speed Sport AT automatic—available on the <i>i</i> models 6-speed Sport AT automatic—available on the <i>s</i> models
Suspension system	Front— <i>independent</i> double-wishbone with stabilizer bar Rear— <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)
Safety control system	Traction Control System (TCS)
Available models	Sports Sedan: <i>i</i> Sport, <i>i</i> Sport Value Edition, <i>i</i> Touring, <i>i</i> Grand Touring, <i>s</i> Sport Value Edition, <i>s</i> Touring and <i>s</i> Grand Touring 5-Door: <i>i</i> Sport Value Edition, <i>i</i> Touring, <i>i</i> Grand Touring, <i>s</i> Sport Value Edition, <i>s</i> Touring and <i>s</i> Grand Touring

[MazdaUSA.com/MAZDA6](#)



'07 MAZDA B-SERIES TRUCK. With three exhilarating-to-drive models, two cab configurations and Mazda's track record for rugged reliability, the appeal of a 2007 Mazda Truck goes way beyond mere payload. Fact is, the Mazda B-Series Truck lineup provides power for any purpose—work or play. You can even get an all-terrain 4x4 setup and make the whole planet your playground.

Engines	Mazda B2300—2.3L DOHC 16-valve 4-cylinder engine with 143 hp and 154 lb-ft of torque Mazda B3000—3.0L OHV 12-valve V6 engine with 148 hp and 180 lb-ft of torque Mazda B4000—4.0L SOHC 12-valve V6 engine with 207 hp and 238 lb-ft of torque
Transmissions	5-speed manual override transmission—standard on the B2300, B3000 & B4000 Base 5-speed automatic override transmission—available on the B2300, B3000, B4000 Base, standard on the B4000 SE
Suspension system	Shift-on-the-fly 4-wheel-drive system—standard on the B4000 Front— <i>independent</i> double-wishbone with stabilizer bar Rear—leaf springs with gas-filled shocks
Brake system	Power-assisted front disc/rear drum brakes 4-wheel Anti-lock Brake System (ABS)
Cab configurations/ models	Mazda B2300...Regular Cab/Base Mazda B3000...Regular Cab & Cab Plus 4/Base, Dual Sport Mazda B4000...Cab Plus 4/Base 4x4, SE 4x4

[MazdaUSA.com/B-Series](#)



'07 MAZDA RX-8. The RX-8 doesn't just push the envelope, it tears it to shreds. And in the process, it radically recalibrates traditional sports-car parameters to better target today's needs. With its highly aggressive styling, high-revving RENESIS rotary engine, ingenious "Freestyle" door system and seating for 4 adults, the Mazda RX-8 is truly a sports car like no other.

Engines	1.3L RENESIS 2-rotor rotary engine with 232 hp and 159 lb-ft of torque 1.3L RENESIS 2-rotor rotary engine with 212 hp and 159 lb-ft of torque
Transmissions	6-speed manual transmission—standard with the 232-hp engine 6-speed Sport AT automatic—standard with the 212-hp engine
Suspension system	Front—double-wishbone with aluminum control arms Rear— <i>independent</i> multilink
Brake system	Power-assisted 4-wheel ventilated disc brakes, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD)
Available models	Sport, Touring and Grand Touring

[MazdaUSA.com/RX-8](#)



'07 MAZDA CX-7. With its sleek styling, turbocharged engine, sophisticated interior and refined road manners, the Mazda CX-7 makes traditional SUVs look more like covered wagons. Exhilaration is assured, thanks to its spirited 244 hp and standard 6-speed Sport AT automatic transmission. In terms of fun, versatility and value, the Mazda CX-7 is the SUV you never saw coming™.

Engine	2.3L turbocharged and intercooled Direct-Injection Spark Ignition (DISI) engine with 244 hp and 258 lb-ft of torque
Transmission	6-speed Sport AT automatic
Suspension system	Front— <i>independent</i> strut-type with stabilizer bar Rear— <i>independent</i> multilink with stabilizer bar
Brake system	Power-assisted ventilated 4-wheel disc brakes, Anti-lock Brake System (ABS) with Electronic Brakeforce Distribution (EBD), Brake Assist
Safety control systems	Traction Control System (TCS) and Dynamic Stability Control (DSC)
Available models	Sport, Touring and Grand Touring

[MazdaUSA.com/CX-7](#)



'07 MAZDA6 SPORT WAGON. Expand your definition of a sports sedan. And consider all the exhilarating possibilities that the MAZDA6 Sport Wagon provides. With standard features like an advanced, 212-hp V6; a 6-speed Sport AT; 4-wheel independent suspension; 4-wheel disc brakes; plus 60.5 cu ft of cargo space (with rear seatbacks folded), it's the ideal blend of performance and practicality.

Engine	3.0L DOHC 24-valve V6 engine with variable valve timing, 212 hp and 197 lb-ft of torque
Transmission	6-speed Sport AT automatic
Suspension system	Front— <i>independent</i> double-wishbone with stabilizer bar Rear— <i>independent</i> E-type multilink with stabilizer bar
Brake system	Power-assisted 4-wheel disc brakes with Anti-lock Brake System (ABS), Electronic Brakeforce Distribution (EBD)
Safety control system	Traction Control System (TCS)
Available models	<i>s</i> Sport Value Edition, <i>s</i> Touring and <i>s</i> Grand Touring

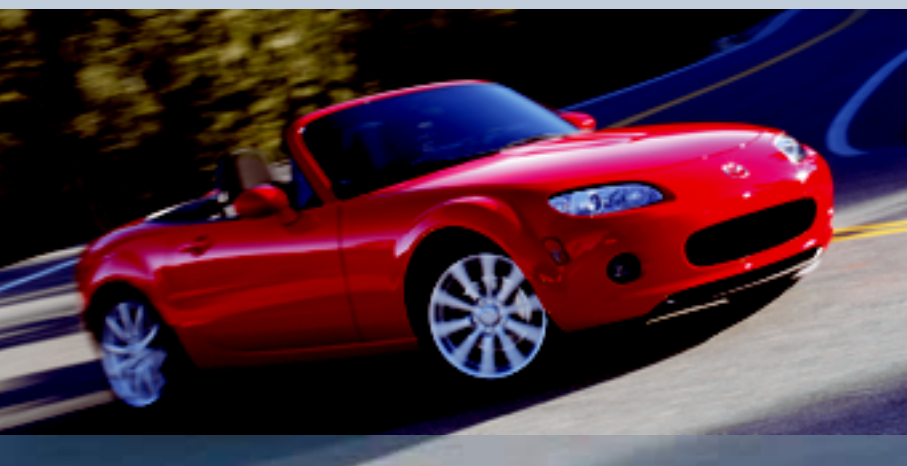
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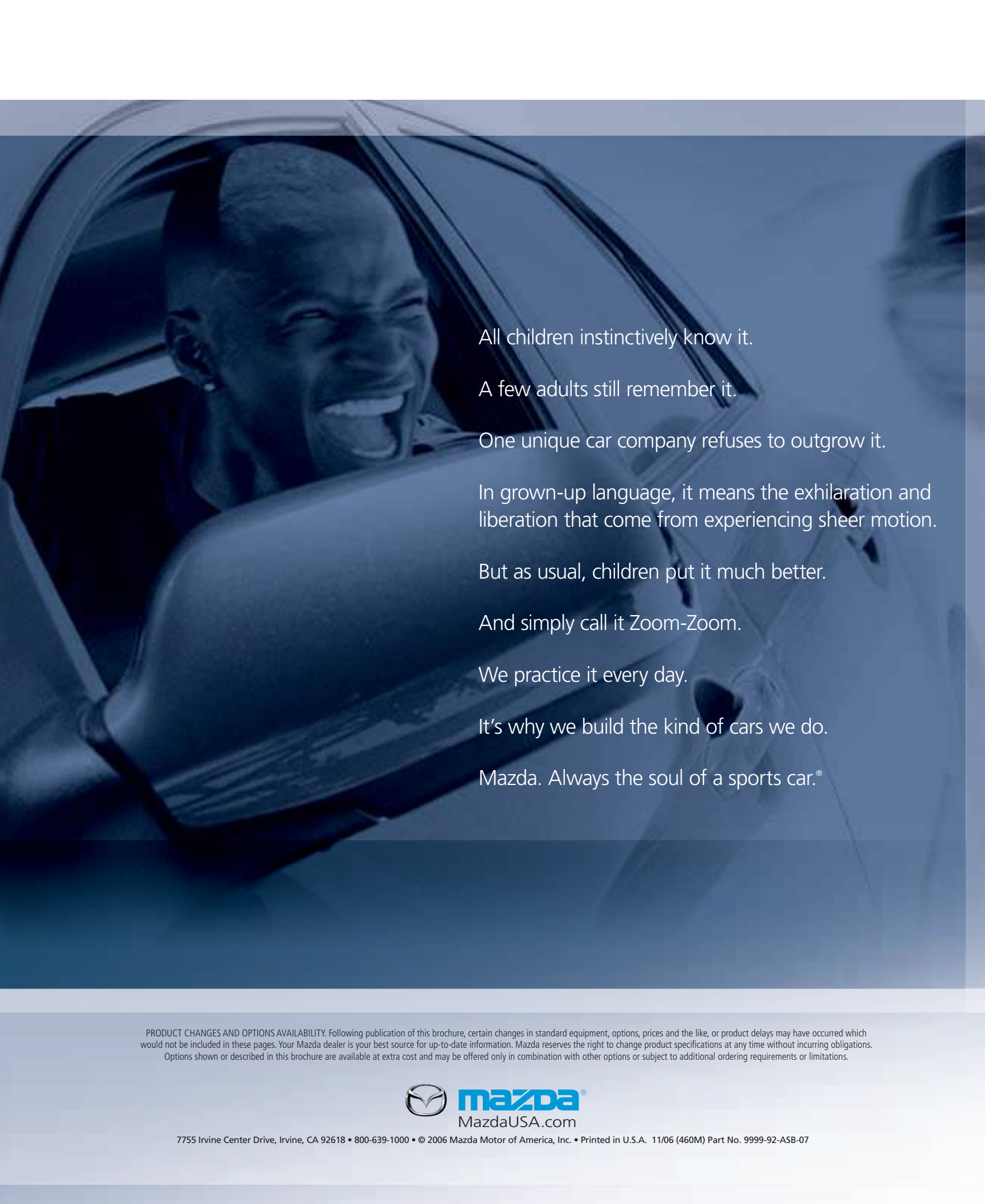


'07 MAZDA MX-5 MIATA. Whether you choose the manual soft top or the available new Power Retractable Hard Top, the MX-5 Miata's responsive powertrain, remarkable balance, rear-wheel drive and timeless styling deliver pure sports-car exhilaration. In addition to being the best-selling two-seat roadster of all time, *Car and Driver* also named the legendary MX-5 Miata as a "10Best" for 2006.

Engine	2.0L DOHC 16-valve all-aluminum 4-cylinder engine with variable valve timing, 166 hp (163 hp with AT) and 140 lb-ft of torque
Transmissions	5-speed manual—standard 6-speed manual and 6-speed Sport AT automatic—available
Suspension system	Front—double-wishbone with aluminum control arms Rear— <i>independent</i> multilink with aluminum bearing support
Brake system	Power-assisted 4-wheel disc brakes with Anti-lock Brake System (ABS) and Electronic Brakeforce Distribution (EBD)
Available models	MX-5: SV, Sport, Touring and Grand Touring MX-5 PRHT: Sport, Touring and Grand Touring

[MazdaUSA.com/MX-5MIATA](#)





All children instinctively know it.

A few adults still remember it.

One unique car company refuses to outgrow it.

In grown-up language, it means the exhilaration and liberation that come from experiencing sheer motion.

But as usual, children put it much better.

And simply call it Zoom-Zoom.

We practice it every day.

It's why we build the kind of cars we do.

Mazda. Always the soul of a sports car.®

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.



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