

For Immediate Release

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2007 MAZDA6 OFFERS STRONG PERFORMANCE, TERRIFIC HANDLING AND GREAT STYLE

When Mazda launched the MAZDA6 four years ago, it set new standards in the mid-size sports sedan segment. As a vehicle that married sports performance with refinement and practicality, it has proven to be a huge sales success and picked up nearly 100 awards globally for automotive excellence. Its unparalleled performance, reliable handling, sleek look and affordability also made it a favorite with consumers. The 2007 MAZDA6 continues that tradition.

For 2007, the MAZDA6 Sports Sedan gets even better with a standard Anti-lock Brake System (ABS), Traction Control and side airbags with side curtains on all models and trims. In addition, a new Sport VE (Value Edition) model is added to the lineup to give consumers a high-value package with all the most popular equipment in the Sport model, but at an even more affordable price point.

MAZDA6 is available in three body styles: Sports Sedan, Sport Wagon and 5-Door. It's the most extensive line-up in the mid-size category and all three body styles benefit from the 2007 upgrades. Whether it's the sleek lines of the road hugging MAZDA6 sports sedan, the functionality and style of the only mid-size 5-Door available in the U.S., or the performance and versatile cargo capacity of the MAZDA6 Sport Wagon, the 2007 MAZDA6 lineup fits every active lifestyle.

"The MAZDA6 has staked its claim as a premier sports sedan, and the improvements for 2007 further emphasize that advantage over the competition," says Eiji Oyama, MAZDA6 vehicle line manager for Mazda North American Operations. "With the choice of a four-cylinder or V6 engine and independent front and rear suspension with stabilizer bars, MAZDA6 delivers one of the sportiest driving experiences in its class."

A top-of-the-line *MAZDASPEED6* sedan was released in 2006. Powered by a direct-injection turbocharged and intercooled 270-horsepower four-cylinder engine, the *MAZDASPEED6* offers all-wheel drive and a six-speed manual transmission.

ULTRA-HIGH PERFORMANCE ACROSS THE RANGE

The range-topping 3.0-liter V6 engine has been noted for its strong performance and refinement, producing 212 horsepower (at 6,000 rpm) and 197 lb-ft torque (at 5,000 rpm). The V6 engine is mated to either a five-speed manual gearbox or six-speed Sport A/T automatic with manual shift. The *MAZDA6* is in the only vehicle in the class to be offered with a six-speed automatic transmission. The wide number of ratios improves performance, drivability, smoothness and gas mileage. The tall top gear also improves comfort and quietness on the freeway, while a short first gear gives aggressive off-the-line performance. These are all examples of *MAZDA6*'s sports-first philosophy.

The 2.3-liter four-cylinder (I-4) engine used on the *MAZDA6 i* models produces 156 horsepower at 6,500 rpm and 154 lb-ft of torque at 4,000 rpm. This highly sophisticated engine uses an aluminium block and head (like the V6 engine) and double overhead camshafts with 16 valves for excellent engine breathing and smooth revving. Smoothness and refinement are enhanced by the use of a balance shaft, helping make this four-cylinder engine almost as smooth as a reliable six-cylinder unit.

The 2.3-liter engine is specified with Partial Zero Emission Vehicle (PZEV) equipment in the five states that require California emissions (CA, NH, MA, NY and VT). This makes the 2.3-liter engine 90-percent cleaner than the average new car. Evaporative emissions are completely eliminated by re-engineering the exhaust plumbing, repositioning the first catalytic converter and eco-friendly Electronic Control Unit (ECU) programming.

All *i* models are fitted as standard with a five-speed manual gearbox, but available with a five-speed Sport A/T automatic transmission with manual shift mode. The extra gear ratio improves acceleration, cruising refinement and fuel economy.

Safety improvements for the 2007 MAZDA6 include as standard an Anti-lock Brake System (ABS) and Traction Control and side airbags with side curtains on all models and trims. ABS helps to cut stopping distances, allowing drivers to steer when braking hard, and to minimize the chance of skids. Electronic Brakeforce Distribution (EBD) automatically balances front-to-rear braking forces, irrespective of the vehicle's load. Electronic traction control, which minimizes wheel spin in poor weather or slippery conditions, is standard across the range.

Secondary safety features include Triple-H body construction, which gives superb strength to the unitary construction body, front and rear side door beams, three-point seat belts for all five occupants, dual front air bags, and front and rear whiplash-reducing head restraints. Side air bags and side-curtain air bags are standard on all models apart from the entry level *i* version, on which they're optional.

The keyless entry has remote locking/unlocking, automatic opening and closing of the front windows, a trunk release and a panic button.

RELIABLE HANDLING

Double wishbone front suspension and 'E' type multi-link rear suspension give the 2007 MAZDA6 superb wheel control for excellent handling and ride. The wide track and standard stabilizer bars reduce roll and improve driver response. A long wheelbase and short front and rear overhangs further improve stability.

The power-assisted rack and pinion steering has a very quick ratio – only 2.54 turns lock to lock – to improve handling nimbleness and ensure driver involvement. Yet its variable assistance means it is light and easy to use at parking speed, while firming up at higher speeds to give full feedback from the front wheels to the driver's palms.

MAZDA6 is quite unlike the other midsize sedans against which it competes. While they prioritize a ride that removes occupants from feeling the road, Mazda's engineers knew that their customers would place a higher priority on inclusion than isolation. The MAZDA6 is proof of that commitment to driving fun.

A GREAT LOOKING CAR LOOKS SPORTY IN ALL CONDITIONS

The exterior of the MAZDA6 is athletic and bold. The sharp styling is accented with a sport grille on some models and angular headlamps across the range. The headlamps on the *i* Sport model uses dark gray bezels. MAZDA6 Grand Touring models offer High Intensity Discharge (HID) lamps for superior illumination and lower maintenance. Fog lamps are incorporated into the front spoiler, while side sills highlight the “hug-the-road” quality of the MAZDA6’s style. A trunk spoiler is standard on Grand Touring models and all 5-Doors.

Available 18-inch wheels on the *s* Grand Touring model further improves the sporty appearance, while maintaining traction and road holding.

With the 2007 model year also come two new exterior colors – Smokestone (sedan and wagon only) and Violet Gray.

SPORT INSPIRATION CONTINUES INSIDE

The essence of the MAZDA6 is performance, and the design, inside and out, reinforces that impression. The MAZDA6 includes specially-designed front seats on all models for greater comfort and support. The center console’s dark gray surface uses a separate piano-black radio/CD face with restyled switches.

The sporty interior uses a three-spoke leather-wrapped steering wheel, offering tilt and telescopic adjustments along with fingertip cruise and audio controls. Instrumentation includes analog speedometer, tachometer, fuel and engine temperature gauges, as well as a digital readout for the outside air temperature.

While the MAZDA6 is clearly a driver’s car, it is spacious enough to fit five adults comfortably. A six-speaker integrated AM/FM/CD sound system is standard on all cars, while all models offer an optional in-dash six-disc CD change, an MP3 player or a MiniDisc player. A 200-watt BOSE® sound system comprised of an in-dash six-disc CD changer, four 25-watt speakers, a tweeter mounted in the A-pillar of each front door, a 100-watt subwoofer and an amplifier comes standard on Grand Touring models.

The latest in limited voice-command DVD satellite navigation is available on the Grand Touring models.

BUILT TO CATER TO ALL TASTES

The MAZDA6 Sports Sedan is fully equipped no matter which trim level a buyer may choose. Entry *i* models are equipped with automatic headlight shut off, dual power color-keyed mirrors, variable intermittent windshield wipers, rear window defogger, air conditioning, and power windows and door locks. From the outside, *i* models are recognized by their black mesh grilles and 16-inch wheels with 205/60R-16 tires.

Sport models include all this equipment and add an eight-way power driver's seat, leather-wrapped steering wheel, shift knob and parking brake handle, side airbags and air curtains, and a perimeter anti-theft alarm. On the outside, 17-inch alloy wheels with 215/50R-17 tires are fitted, along with a body-color sport grille, fog lights in the lower front bumper, side-sill extensions and a rear wing spoiler.

For 2007, MAZDA6 adds a new high-value Sport VE model. Sport VE adds many popular features to the Sport model, including 17-inch alloy wheels, sport grille, side sills, power driver's seat, 6-disc CD changer and leather-wrapped steering wheel, shift knob and parking brake handle.

5-DOOR AND SPORT WAGON MAINTAIN SPORTY SPIRIT

Externally, the MAZDA6 Sport Wagon and 5-Door models differ from each other – and the sedan – only from the B-pillar back. The 5-Door is geared toward customers who want a sports sedan with increased cargo space. The Sport Wagon appeals to those who want even more space and versatility.

All MAZDA6 5-Doors come standard with a Sport Package and all come fitted with a rear wiper/washer. The 5-Door is a far cry from the unattractive design usually associated with hatchbacks. The slope of the 5-Door's roofline to the rear decklid is gradual instead of the typical flat hatch, giving the 5-Door a coupe-like grace.

The rear liftgate opens to reveal a vast covered cargo area with 22.0 cubic feet of space, nearly 50-percent more than the sedan's. Cargo space more than doubles when the rear seats are folded, providing 58.7 cubic feet of space. Rear 60/40 split seats fold with the pull of a lever, and there is no need to remove the head rests for a near-flat cargo floor. The expansive liftgate opening ensures that oddly shaped items, difficult to fit in the trunk of a sedan, can easily be accommodated. Options to stow items in the 5-Door include cargo tie-downs and additional storage available in two hidden compartments located in the side panels.

The MAZDA6 Sport Wagon also has the soul of a sports car, and provides multi-faceted cargo options. It rivals some SUVs with its impressive cargo capacity, but trumps them all with its sporty driving character. The rear compartment boasts 33.7 cubic feet with the rear seats up and a generous 60.4 cubic feet when folded. The second-row seats also fold easily with the touch of a lever located near the tailgate. And again, there is no need to remove the headrests for a near-flat load floor. Tie-downs, a retractable cargo cover shade and a barrier-type net that emerges from the floor and attaches to the roof interior, all come standard.

All 2007 Mazdas come with a roadside assistance program. With a call to a toll-free number, owners can access roadside assistance 24 hours a day, 365 days a year throughout the United States and Canada. In addition, a comprehensive three-year/36,000-mile warranty covers every part on the vehicle except those subject to normal wear. Also, all 2007 models receive a five-year/60,000 mile powertrain warranty and a five-year/unlimited-mileage corrosion warranty.

Headquartered in Irvine, Calif., Mazda North American Operations oversees the sales, marketing, parts and customer service support of Mazda vehicles in the United States, Canada and Mexico through nearly 900 dealers. Operations in Canada are managed by Mazda Canada, Inc., located in Ontario, Canada, and in Mexico by Mazda Motor de Mexico in Mexico City.

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