

NEW-GENERATION *MAZDA3 MPS*

1 AT A GLANCE

5 - 13

2 INTRODUCTION

17 - 18

EXCITEMENT REFINED

3 DESIGN

21 - 32

MORE AGGRESSIVE THAN EVER BEFORE

4 POWERTRAIN

35 - 41

HIGH PERFORMANCE & EURO STAGE V

5 CHASSIS & SAFETY

45 - 52

AN EVOLUTION OF DRIVING FUN

6 TECHNICAL DATA

55 - 66

7 PHOTOS

69 - 90

8 CONTACTS

93 - 96

1. AT A GLANCE

*NEW-GENERATION MAZDA3 MPS**

Exterior

- Based on sporty, second-generation Mazda3 hatchback with a more aggressive and sportier look
- New bonnet with air-intake and two deep character lines for a hot-hatch look and optimised intercooler efficiency
- Special MPS front fenders and a new specific front and rear bumper design for a more solid and athletic look
- Front grille and lower bumper section share same black metallic finish
- Larger front headlamp fascias hold cylindrical bi-xenon headlamps with boomerang shaped position lamps (standard or option, depending on market)
- Specific MPS round fog lamps
- Side under-spoilers that lower the car's visual centre of gravity

* MPS = Mazda Performance Series

- Aerodynamic designing results in one of the segment's lowest drag coefficients at 0.32
- New, larger rear spoiler increases down force, and contributes to lowering lift to 0.03
- LED tail lamps
- Privacy glass for the rear windows (standard or option, depending on market)
- New 18-inch aluminium alloy wheels (18 x 7.5 J) with three-dimensional design similar to the wheels of the sports icon Mazda RX-8
- Total of four body colours available ranging from racy Velocity Red, to Aluminium Metallic, Black Mica and Crystal White Pearl



Interior

- Driver-oriented cockpit and dashboard for a wrap-around, sporty feel
- New meters with red MPS logo
- New LCD turbo-boost gauge between the driver metres
- New multi-information display (MID) including integrated navigation system (standard or option, depending on market)
- 10-speaker Bose® premium surround-sound system, with Audiopilot2® noise compensation and Centerpoint® surround system (standard or option depending on market)
- Hands-free system for Bluetooth®-equipped cell phones and mobile audio players (standard in most markets)
- Special semi-bucket front sport seats in half leather with superior fit
- Special MPS black interior with red graphic design throughout the cabin (on seats, door trim and dashboard) and red stitching on door trim, steering wheel, gearshift lever and sliding centre armrest

Powertrain

- One of the world's most powerful front-wheel drive compact cars with a high-performance MZR 2.3L DISI* Turbo petrol Euro V engine, producing 191 kW/260 PS at 5,500 rpm, and high torque of 380 Nm at 3,000 rpm
- In-cylinder cooling effect from direct injection realizes ca. 10 percent more torque compared to conventional-intake engines with same displacement
- Advanced boost pressure control suppresses sudden torque peaks for linear torque development
- Left and right drive shafts optimized to minimize torque steer
- Torque-sensing super limited-slip differential (LSD) as standard
- Top speed of 250 km/h and acceleration 0-100 km/h in 6.1 seconds
- Aerodynamic performance, engine calibration, electric hydraulic power-assisted steering, and slightly higher gear ratios keep fuel consumption at a moderate level

* DISI = direct-injection spark ignition



- Sportier engine sound with dual exhaust pipes that are 10 dB quieter than the previous MPS single exhaust at engine speeds over 5,000 rpm
- The world's first single-nanotechnology catalytic converter helps reduce the amount of precious metals needed
- Six-speed manual transmission with slightly wider gear ratios than before
- Triple-cone synchronizers for first, second and third gears and a double-cone synchronizer for fourth gear for optimised gearshift operation
- Low-viscosity transmission fluid reduces shift effort when the engine is cold



Chassis and Safety

- Reworked body and chassis deliver improved control and stability
- NVH levels some of segment's best, for improved driving comfort, together with sportier engine sound
- Special reinforcements inside the front cowl member gussets, a large tunnel member and ca. 17 percent more high-tensile steel deliver a 41 percent improvement in liftgate diagonal displacement and a 15 percent increase in body hysteresis compared to the previous Mazda3 MPS
- Larger diameter stabilizers with longer mount spans achieve greater roll linearity
- Modified coil spring rates for MacPherson strut front suspension and multi-link rear suspension
- Special dampers with increased damping strength contribute to higher roll stiffness
- Like the all-new Mazda3, the MPS now possesses three highly-rigid steering gear mount bushings, instead of two used on the previous model, which improve response to steering wheel action
- New exclusive wider Dunlop 18-inch tyres (from 215 to 225) with more rigid sidewalls and damping strength improve grip and give a more direct steering feel

- New electro-hydraulic power-assisted steering helps to save fuel, especially at high speeds, and offers optimal steering feel
- Large diameter 320 mm ventilated front disc brakes, 280 mm rear solid discs, 8+9 inch tandem brake booster and 1-inch diameter master cylinder for powerful and stable braking
- Newly-introduced electronic brake assist added to four-wheel ABS and DSC (all standard)
- New adaptive front lighting system (AFS) with pivoting bi-xenon lamps that illuminate the curve at night (standard or option, depending on market)
- New rear-vehicle monitoring system (RVM) that detects if a car is approaching from the left or right rear, or is in the blind spot, and warns the driver before he changes lane (standard or option, depending on market)
- New emergency stop signal (ESS) that flashes hazard lights to warn following vehicles if the driver suddenly brakes (standard)
- New tyre-pressure monitoring system (TPMS) as standard or option, depending on market
- Parking sensor system (standard)





2. INTRODUCTION

EXCITEMENT REFINED

The all-new Mazda3 was launched earlier this year with an exciting new design, a stiffer chassis and lively engines that make it one of the world's sportiest-looking and driving compacts. In fact, it was chosen as the best-looking compact on an *AutoBild* magazine reader poll of 200,000 Europeans in June. Mazda now expands the Mazda3 line-up with an all-new Mazda Performance Series (MPS) flagship version that is sure to make the hearts of sports car enthusiasts beat faster. It is a unique combination of exhilarating fun and everyday compact car practicality. It inherits an evolved version of the high-performance MZR 2.3-litre DISI petrol from the previous MPS, has a dynamic design based on the new hatchback that's even more emotional than its predecessor, with a refined driving experience, more comfort, and a long list of new technical features as standard.

The all-new Mazda3 MPS replaces a flagship model that has been a popular sports car around the world since launch in 2006. In just two years, the first-generation Mazda3 MPS quickly made a name for itself by selling 31,100 units globally, a third of them in the USA. Europe is its second-largest market for sales, with one out of every five Mazda3 MPS finding owners here, a total of 6,300 units. The first-generation's biggest markets in Europe are the UK and Germany, which account for a third of all sales in Europe, followed by Switzerland and Spain.

The new model enters a European C non-premium sports compact segment that grew steadily until 2008, when sales decreased for the first time since 2004 due to the economic downturn at the end of the calendar year. Yet the Mazda3 MPS was very successful between 2007 and 2008, coming from a zero percent market share to take 4.5% of the segment by the end of 2008. This brought new kinds of customers to the brand and helped Mazda solidify its sporty Zoom-Zoom reputation.



3. DESIGN

MORE AGGRESSIVE THAN EVER BEFORE

The new Mazda3 MPS benefits from an evolution in design introduced with the second-generation Mazda3 hatchback, which is one of the compact segment's newest and sportiest vehicles. Taking this as starting point, designers added sporty design cues that make the new MPS more dynamic looking and aggressive than ever before, and one of the most aerodynamic sports cars in its class.

Exterior Design - The Promise of Sporty Fun

From the Mazda3 hatchback, the new flagship model gets a larger five-point front grille and dimensions that give it a sporty crouch. This alone would make it even more athletic compared to the previous MPS, but Mazda designers enhanced this by adding new components and styling cues that set the new MPS apart from the rest of the Mazda3 line-up, and that help it stand out even against its sportiest competitors.



A new air-intake is now positioned in the middle of the bonnet that gives the Mazda3 MPS a hot-hatch look, while improving intercooler efficiency. The front end is exclusive for the MPS and designed to give it the muscular, athletic look of a sprinter. It has a new, highly-sculptured front bumper and special front fenders that are larger than those of the normal line-up. These house new 18-inch lightweight wheels with the same, three-dimensional design theme as the alloy wheels of the Mazda RX-8. The front grille and lower bumper sections share the same black metallic finish for a high quality look, and are framed by large front headlamp fascias - much larger than the ones of the first-generation Mazda3 MPS. These contain bi-xenon lamps of an adaptive front lighting system (AFS), that swivels to illuminate the curve at night, and boomerang-shaped position lamps for a premium look (standard or option depending on market).

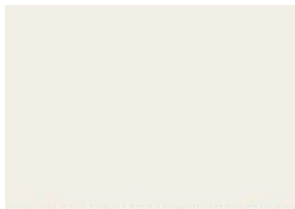
At the sides, designers combined the striking side panel character lines of the new hatchback with side under-spoilers that lower the car's visual centre of gravity and enhance its sporty styling. The side mirrors come standard with MPS-exclusive integrated turn signals. At the back, a new and larger roof spoiler and LED tail lamps are introduced that give an even stronger look to the rear end of the car.

Aerodynamic Performance - Form with Function

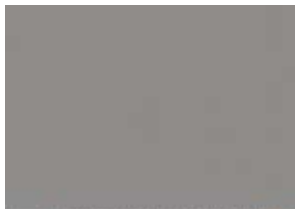
The exterior design of the new Mazda3 MPS not only communicates high-performance driving fun, it also functions to optimize aerodynamic performance. Starting point here is the new Mazda3 hatchback, which has one of the C-segment's lowest drag coefficients (Cd) at just 0.30. Adding sporty features like the bonnet air-intake, special fenders and side underspoilers raises the MPS Cd value to 0.32 with a front projection area of 2.217 m². To offset this, designers employed Mazda's airflow management technologies on the front bumper design to develop special surface forms. Also they introduced a larger rear spoiler that helps to lower lift to 0.03, contributing to better driving stability, especially at high speeds.



Mazda3 MPS Body Colours



Crystal White Pearl Mica



Aluminium Metallic



Velocity Red



Black Mica

Interior Design - Exhilaration and Everyday Practicality

On the inside, Mazda's new compact flagship is a unique combination of sportiness and practicality. Just as functional as the normal hatchback, it has room for up to five adults, a large sliding-lid centre console and 60/40 fold-down back seats to carry larger stuff. At the same time, the interior contributes to a truly exhilarating driving experience. The front seat passengers are cocooned in semi-bucket sport seats with good side support, and more thigh and back support compared to the seats of the first-generation MPS. The shift lever of the six-speed manual transmission is now 60 mm higher and slanted towards the driver, which puts it closer to the steering wheel and makes sporty driving more comfortable.



In front of the driver are new meters including the MPS logo and a new LCD turbo boost gauge placed between the driver metres. This snug, sporty cockpit and gauges moving with engine performance make driving the new MPS a unique experience and contribute to a close bond between car and driver, a real Mazda trademark.



The cockpit is not only sporty, but easier to use. It has been created using a 'zone layout' with advanced human-machine interface (HMI) techniques that place displays and controls for natural, intuitive use. There is a new multi-information display (MID), for instance, that shows all essential vehicle and navigation info - placed next to the driver's field of vision for a minimum of eye movement while driving - and a new MID switch on the right of the steering wheel that allows switching between displays without making the driver take his hands from the wheel.

The MID includes audio system info, settings and maintenance reminders like volume settings for warnings, switching between km and miles, and even on/off settings for displaying regular service inspections like tyre rotation, etc. The trip computer readout shows current fuel consumption, average fuel consumption, distance-to-empty and average vehicle speed. Also the all-new MPS features Mazda's Advanced Keyless Entry and Start System with a transmitter key that unlocks the doors automatically, and lets you start the car with an ignition button (standard or option, depending on market).



Materials in a black keynote colour were chosen carefully to communicate quality and sportiness. The seats in half leather have an organic red graphic - matching red stitching on the door trim, shift lever boot, (sliding) centre armrest and steering wheel. Also standard equipment (depending on market) are a premium 10-speaker BOSE® stereo system with Centerpoint® Surround System and AudioPilot2® noise compensation, an interactive lighting control and illumination entry system (standard for all markets) and Bluetooth® technology for hands-free telephoning and for playing MP3 devices on the car's audio system without cables - among many other premium features.



Interactive Lighting + Action Illumination

The new Mazda3 MPS has a new interior lighting system that creates a welcoming, friendly environment when entering the car. When the car is unlocked, an Illuminated Entry system activates, with a cockpit spotlight, room lamp and foot lamps fading in to illuminate the interior and make entry easy. When the door is opened, a Welcome Lighting system fades in, along with handle grip lighting, to welcome the driver and passengers. When the driver is seated, the centre display, audio and air conditioning systems illuminate one after another.

An Action Illumination system is also onboard that causes the audio and air-conditioning controls to react intuitively to touch. For instance, for the air conditioning system, the temperature setting has lighting that shines red when raising the temperature and blue when lowering it.

Premium Bose® Sound System

The collaboration between Bose and Mazda continues with the all-new Mazda3 MPS. Designed especially for the acoustics of the new compact, the Bose Surround Sound System reproduces music with clarity, spaciousness and power at any volume. A surround sound experience from stereo sources is created by Bose Centerpoint® signal processing circuitry, which delivers evenly balanced, 360° surround sound to each passenger. The Bose digital amplifier and AudioPilot® 2 noise compensation technology adjust the music to compensate for the effects of unwanted outside sound and vehicle speed. And it all happens automatically, so there is much less need to adjust the audio controls.

- A One 8-cm Twiddler® (neodymium mid/high-range speaker)
- B Two 3-cm neodymium tweeters
- C Two 16.5-cm neodymium wide-range speakers
- D Two 13-cm neodymium wide-range speakers
- E Two 8-cm Twiddler® (neodymium mid/high-range speaker)
- F One 13-cm Richbass® woofer housed in a 10-litre custom-engineered bass enclosure mounted in the spare tyre wheel well
- G Bose digital amplifier mounted under the right front seat



4. POWERTRAIN

HIGH-PERFORMANCE AND EURO STAGE V

The acclaimed MZR 2.3-litre direct-injection turbo petrol of the original model has been updated for the new-generation MPS. It features an evolved torque control system for a more refined driving experience, and meets strict Euro V emission requirements without a loss of power or torque.

MZR 2.3-litre DISI Turbo - Enhanced Drivability

Using high-pressure, direct-injection petrol technology has a host of advantages over classic injection systems. Torque of the 2.3-litre DISI engine is about 10 percent higher at 3,000 rpm, because of the cooling effect caused by injecting petrol directly into the combustion chamber. The engine is optimized even further by the introduction of a new bonnet scoop for the new-generation MPS. Its cooling efficiency results in a smooth, linear increase in the rotation speed of the blades of the single-scroll turbo charger for more power at lower engine speeds. The 2.3-litre DISI Turbo produces 191 kW/260 PS of maximum power at 5,500 rpm. It responds quickly to pedal movement, thanks to high maximum torque of 380 Nm at a low 3,000 rpm, sprints from 0-100 km/h in just 6.1 seconds and has a top speed of 250 km/h.

But the way all this power develops has been refined to better suppress sudden torque peaks that can occur in high-performance vehicles.



To realize this, engineers adjusted the electronic throttle and intake volume, readjusted how the electronic boost pressure system interacts with the car's torque-sensitive super-limited slip differential (LSD) and optimized the left and right drive shafts to minimize torque steer. For the new Mazda3 MPS driver, this translates into a more refined driving experience without sacrificing power. This is truly an everyday sports car with driving fun guaranteed.

Lower Emissions

The new Mazda3 MPS improves upon its predecessor and meets strict Euro Stage V emission standards, without any loss of power or driving fun. The manual six-speed transmission has each gear set to a slightly higher ratio than the original model, and electro-hydraulic power-assisted steering is introduced. Both contribute to keep fuel consumption at a minimum. The new MPS is also lighter (by around 25 kg), has an optimised aerodynamic design with a low drag coefficient of 0.32, and new engine calibration. All this results in a slight improvement in overall fuel economy (0.1 litre less per 100 km combined) and 7 grams less CO₂ per km (224 g/km). The direct injection system, which delivers a very homogenous fuel/air mixture around the spark plugs, allowed engineers to retard ignition timing and raise exhaust-gas temperatures at cold start to quickly heat up the new, single-nanotechnology catalytic converter (see below). The engine's lightweight, single-scroll turbocharger also contributes to this by limiting heat loss in the exhaust system.





The manual six-speed transmission completes the sports car experience delivering smooth and precise shifting that the Mazda3 is famous for. It has a three-shaft design with triple-cone synchronizers for first, second and third gears, and a double-cone synchronizer for fourth gear, and it uses low-viscosity transmission fluid for easy shifting when the engine is cold.



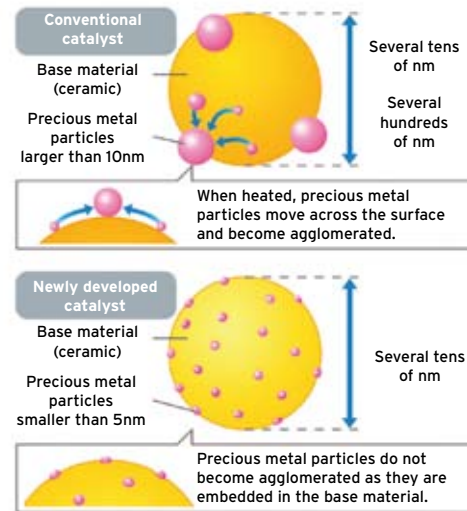
New Single-nanotechnology Catalyst for Mazda3 MPS

The second-generation Mazda3 MPS uses a new under-floor catalyst that employs single-nanotechnology, a global first aboard the all-new Mazda3. This new Mazda technology is contributing to Mazda's "Sustainable Zoom-Zoom" strategy and helps reduce quantities of expensive precious metals to make catalytic converters for petrol engines.

Precious metals are used in catalysts because they cause chemical reactions on their surfaces that purify exhaust gasses. However, exposure to high exhaust gas heat can cause these particles to move and combine into larger particles. Large amounts of precious metals have always been used to counteract this, which is expensive and not an efficient use of rare natural resources.

Mazda has solved this problem by developing a new catalyst material structure that allows precious metal particles smaller than 5 nanometres (nm) in diameter to be embedded in it. These so-called "single-nano particles" remain fixed in their original positions when exposed to hot exhaust gasses, no longer move and no longer form larger particles. And their surface area is preserved, even when the particles experience natural degradation over a period of years. As a result, the three-way catalyst used on the new Mazda3 MPS has up to 90 percent less precious metals in it - from 0.55 g/litre to only 0.15 g/ litre - and it delivers minimal deterioration in purifying performance over a long period of time. The savings here can be passed onto the customer, and being able to use less amounts of precious metals means less of an impact on our natural resources.

Precious Metal Dispersion Achieved by New Catalyst Technology





5. CHASSIS & SAFETY

AN EVOLUTION OF DRIVING FUN

The body and chassis of the new Mazda3 MPS are combined with advanced engine torque control to deliver an evolution of driving pleasure. Compared to the all-new Mazda3, the new MPS is engineered with a stiffer body shell and special reinforcements, a modified suspension and larger tyres. These translate the car's high-performance power and torque to the road in a way that makes it easy to control and fun to drive on a daily basis. It also possesses one of the segment's most comprehensive safety packages with new active safety technologies.

New Mazda3 MPS Body Shell - Stiffer, Lighter, Stronger

A new-generation body shell is used for the new MPS, with 17 percent more high-tensile steel and special reinforcements. These include a special support member inside the front cowl member gussets that strengthens the joints between the rear suspension towers and rear floorboard, and a new and larger tunnel member. Body rigidity compared to the previous MPS is drastically improved by these measures - 15 percent for body hysteresis and a 41 percent improvement for liftgate diagonal displacement.



Suspension and Steering Updates - Improved Straight-Line Stability

The new high-performance Mazda3 MPS suspension has the same basic layout as the hatchback version - front MacPherson struts and a multi-link system at the rear - with newly-added components and special settings. The coil spring rates, for instance, are modified for the new MPS and special dampers with increased damping strength are introduced. Together they contribute to more control by providing increased roll stiffness. Also special to the MPS are larger diameter stabilizers with an increased span for the stabilizer mounts, which increases roll linearity.



Driving Stability testing at Germany's Nürburgring

During development, Mazda Motor Europe's engineering team (based in Oberursel, Germany) spent weeks with the new Mazda3 MPS conducting test-drives all over Europe to establish just the right suspension and steering settings that will ensure the new flagship model meets the demands of European customers. They focused on making the new model exceptionally easy to drive under the following four situations that are prevalent in Europe: high speed driving on the motorway, bad weather conditions including strong winds and heavy rain, poor road surface conditions, and merging traffic on main roads.

To achieve the right high-speed stability set-ups, it was necessary to push the new high-performance MPS to its limit. Of course, this should never be done on normal roads, and it was necessary to test the car at one of the world's toughest racing venues - Nürburgring's Nordschleife in Germany. This circuit is known for having varying surfaces, which are very similar to the kinds of roads people encounter in real-world driving. Here was the ideal location to make an objective and subjective assessment of what the new MPS is capable of.



During testing, measurements (like brake temperatures, damping performance, etc.) were confirmed by the subjective impressions of Mazda testing team. This allowed Mazda's European development team to achieve the desired level of handling and drivability specific to the demands of European customers.



Like the normal Mazda3 line-up, the new MPS has three highly-rigid steering gear mounts (instead of the previous model's two gear mounts) which deliver improved response to steering commands compared to the previous-generation MPS. Special Dunlop 225/40 R18 tyres developed exclusively for the new flagship model are standard. They are wider (from 215 to 225), have more rigid sidewalls and better damping strength than those of the previous model. This is combined with an electro-hydraulic power-assisted steering system specially tuned to react more precisely to vehicle speed. Taken together, these special features mean improved straight-line stability, and a flatter ride with fewer undulations during sporty driving manoeuvres.

NVH - More Comfort on a Daily Basis

The new Mazda3 MPS is not only more controllable and fun to drive, it is also more comfortable. The sporty compact's dual exhaust pipes are all-new and 10 dB quieter above 5,000 rpm than the previous model's exhaust. They now produce a deep sporty sound that is more refined compared to the single exhaust of the previous version. On the inside, passengers are now pampered with some of the segment's lowest sound levels. The new Mazda3 MPS has 1.2 dB less road noise, and wind noise has been reduced by 6 percent compared to the previous model.

Safety - Robust Brakes and new Active Safety Technologies Standard

A strong braking system is needed for a sporty compact as powerful as this. The ventilated front disc brakes are 20 mm larger (320 mm) than the normal line-up, while the solid discs at the rear share the same large size (280 mm). It also features a 8+9 inch tandem brake booster with a large, 1-inch (254 mm) master cylinder. These components help make the new Mazda3 MPS more controllable by realizing powerful and stable braking.



New for the Mazda3 MPS is a long list of special active safety technologies as standard that help the driver avoid an accident before it might occur. Electronic brake assist replaces the former mechanical assist, and works with four-wheel ABS and dynamic stability control (DSC), all standard equipment. A new adaptive front lighting (AFS) system with pivoting bi-xenon headlamps illuminates the curves at night (standard or option depending on market). Drivers always know the status of their tyre pressure as well, with the introduction of a new tyre-pressure monitoring system (TPMS, standard in most markets). A rear-vehicle monitoring system (RVM) that warns the driver before he changes lanes when a car is approaching from the left or right rear, or is in the blind spot, is also standard, as is an emergency stop signal (ESS) that flashes the hazard lights if the driver suddenly and strongly brakes in traffic. A parking sensor system makes it easy to park in tight spots (also standard in most markets).



6. TECHNICAL DATA

NEW-GENERATION MAZDA3 MPS



Mazda3 MPS

		Hatchback
Body Type		Monocoque
Doors		4 + liftgate
Seating capacity		5
Coefficient of drag	Cd	0.32
Cross-sectional area	m ²	2.217
Seat Adjustability		
Driver / front passenger seat slide	mm	230 / 230
Driver / front passenger seat recline		32° / 32°

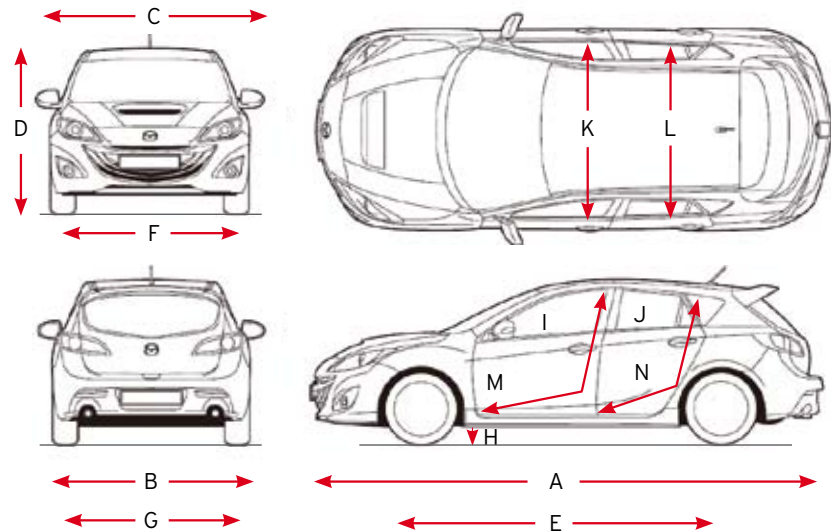
Mazda3 MPS - Boot Measurements

		Hatchback
Boot Measurements		
Volume all seats up (to belt line)	l	340*
Volume 2nd row down (floor to ceiling)	l	1,360
Load floor to 2nd row	mm	880*
Load floor to 1st row	mm	1,473
Distance between rear wheel housings	mm	1,050
Load floor width at widest point		1,167
Boot threshold to ground	mm	696
Boot lid / liftgate floor height to ground	mm	508
Boot height	mm	808*
Boot lid / liftgate opening width	mm	944

* w/o Bose® sound system

Mazda3 MPS - Dimensions

		Hatchback
Exterior		
A	Overall length	mm 4,505
B	Overall width	mm 1,770
C	Overall width mirror to mirror	mm 2,010
D	Overall height (unloaded)	mm 1,460
E	Wheelbase	mm 2,640
F	Track front	mm 1,535
G	Track rear	mm 1,520
H	Ground clearance	mm 145
Interior		
I	Front head room w/o sunroof	mm 987
J	Rear head room w/o sunroof	mm 964
K	Front shoulder room	mm 1,395
L	Rear shoulder room	mm 1,371
M	Front leg room	mm 1,068
N	Rear leg room	mm 919
	Front hip room	mm 1,364
	Rear hip room	mm 1,326



Mazda3 MPS Hatchback - Engine

		MZR 2.3-litre DISI Turbo
Engine Type		In-line 4-cylinder, DOHC, turbo petrol
Displacement	cm ³	2,261
Bore x stroke	mm	87.5 x 94.0
Valves		4 per cylinder
Camshaft drive		Timing chain
Fuel injection system		Electronically controlled direct fuel injection (direct injection spark ignition DISI)
Compression ratio		9.5:1
Emission control system		3-way catalytic converter
Max. power at rpm	kW	191 at 5,500
	PS	260 at 5,500
Max. torque at rpm	Nm	380 at 3,000

Mazda3 MPS Hatchback - Engine

		MZR 2.3-litre DISI Turbo
Fuel type		Unleaded 98 RON
Fuel tank capacity	l	60
Transmission		6-speed manual
Powertrain		Front-wheel drive
Gear ratios		
1st		3.214
2nd		1.913
3rd		1.366
4th		1.025
5th		0.948
6th		0.790
Reverse		3.456
Final drive ratio		1st - 4th = 4.187 5th - 6th = 3.526

Mazda3 MPS Hatchback - Chassis

		MZR 2.3-litre DISI Turbo
Suspension and Wheels		
Front suspension		MacPherson strut
Rear suspension		Multi-link
Damper front		Twin-tube
Damper rear		Mono-tube
Stabilizer diameter (front / rear)	mm	26 / 25
Wheel size		18"x7.5J
Tyre size		Dunlop 225/40 R18

Mazda3 MPS Hatchback - Chassis

		MZR 2.3-litre DISI Turbo
Steering		
Type		Electro-hydraulic power-assisted
Steering wheel turns (lock to lock)		2.7
Turning circle (curb to curb)	m	11
Turning circle (wall to wall)	m	11.9
Brakes		
Type front		Ventilated discs
Type rear		Solid discs
Diameter front	mm	320
Diameter rear	mm	280
Vacuum booster diameter	inch	8+9
Scheduled Maintenance		Every 15,000 km/12 months

Mazda3 MPS Hatchback - Performance

		MZR 2.3-litre DISI Turbo
Performance		
Top speed (electronically limited)	km/h	250
Acceleration 0-100 km/h*	s	6.1
Fuel Consumption**		
Urban	l/100 km	13.2
Extra urban	l/100 km	7.5
Combined	l/100 km	9.6
CO ₂ emissions (combined)	g/km	224
Emissions ranking		Euro Stage V

* Under Mazda test conditions

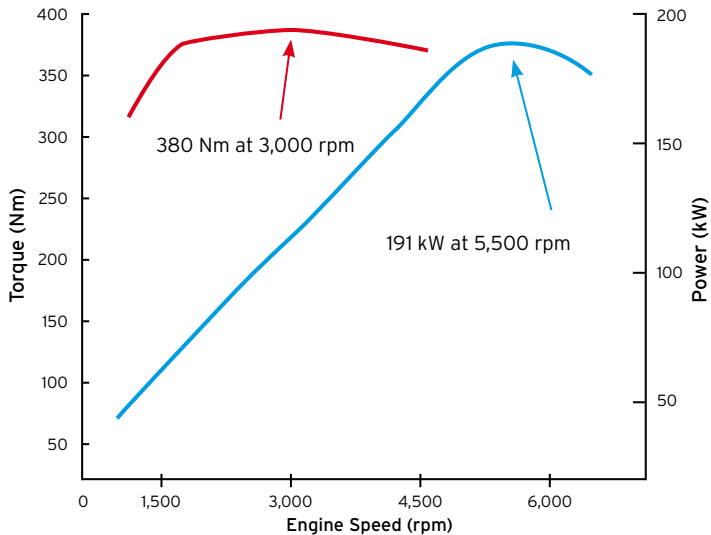
** According to EC 715/2007 in its latest version

Mazda3 MPS Hatchback - Weights

		MZR 2.3-litre DISI Turbo
Weight and Payload		
Min. kerb weight (without driver)	kg	1,385
Min. kerb weight***	kg	1,460
Max. permissible weight	kg	1,925
Permissible front axle weight	kg	1,075
Permissible rear axle weight	kg	925
Permissible tow weight, trailer with brakes (12% slope)	kg	1,300
Permissible tow weight, trailer without brakes	kg	550
Max. roof load capacity	kg	75

*** According to 92/21/EEC in its latest version (including 75 kg driver)

Mazda3 MPS - Engine Performance Curves



7. PHOTOS

STILLS



Mazda3MPS_09_still-01.jpg



Mazda3MPS_09_still-02.jpg



Mazda3MPS_09_still-03.jpg



Mazda3MPS_09_still-04.jpg



Mazda3MPS_09_still-05.jpg



Mazda3MPS_09_still-06.jpg



Mazda3MPS_09_still-07.jpg



Mazda3MPS_09_still-08.jpg



Mazda3MPS_09_still-09.jpg



Mazda3MPS_09_still-13.jpg



Mazda3MPS_09_still-14.jpg



Mazda3MPS_09_still-15.jpg



Mazda3MPS_09_still-10.jpg



Mazda3MPS_09_still-11.jpg



Mazda3MPS_09_still-12.jpg



Mazda3MPS_09_still-16.jpg



Mazda3MPS_09_still-17.jpg



Mazda3MPS_09_still-18.jpg



Mazda3MPS_09_still-19.jpg



Mazda3MPS_09_still-20.jpg



Mazda3MPS_09_still-21.jpg



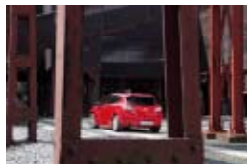
Mazda3MPS_09_still-25.jpg



Mazda3MPS_09_still-26.jpg



Mazda3MPS_09_still-27.jpg



Mazda3MPS_09_still-22.jpg



Mazda3MPS_09_still-23.jpg



Mazda3MPS_09_still-24.jpg



Mazda3MPS_09_still-28.jpg

ACTION



Mazda3MPS_09_act-01.jpg



Mazda3MPS_09_act-02.jpg



Mazda3MPS_09_act-03.jpg



Mazda3MPS_09_act-07.jpg



Mazda3MPS_09_act-08.jpg



Mazda3MPS_09_act-09.jpg



Mazda3MPS_09_act-04.jpg



Mazda3MPS_09_act-05.jpg



Mazda3MPS_09_act-06.jpg



Mazda3MPS_09_act-10.jpg



Mazda3MPS_09_act-11.jpg



Mazda3MPS_09_act-12.jpg



Mazda3MPS_09_act-13.jpg



Mazda3MPS_09_act-14.jpg



Mazda3MPS_09_act-15.jpg



Mazda3MPS_09_act-19.jpg



Mazda3MPS_09_act-20.jpg



Mazda3MPS_09_act-21.jpg



Mazda3MPS_09_act-16.jpg



Mazda3MPS_09_act-17.jpg



Mazda3MPS_09_act-18.jpg



Mazda3MPS_09_act-22.jpg



Mazda3MPS_09_act-23.jpg



Mazda3MPS_09_act-24.jpg



Mazda3MPS_09_act-25.jpg



Mazda3MPS_09_act-26.jpg



Mazda3MPS_09_act-27.jpg



Mazda3MPS_09_act-31.jpg



Mazda3MPS_09_act-32.jpg



Mazda3MPS_09_act-33.jpg



Mazda3MPS_09_act-28.jpg



Mazda3MPS_09_act-29.jpg



Mazda3MPS_09_act-30.jpg

INTERIOR



Mazda3MPS_09_int-01.jpg



Mazda3MPS_09_int-03.jpg



Mazda3MPS_09_int-04.jpg



Mazda3MPS_09_int-08.jpg



Mazda3MPS_09_int-09.jpg



Mazda3MPS_09_int-10.jpg



Mazda3MPS_09_int-05.jpg



Mazda3MPS_09_int-06.jpg



Mazda3MPS_09_int-07.jpg



Mazda3MPS_09_int-11.jpg



Mazda3MPS_09_int-12.jpg



Mazda3MPS_09_int-13.jpg



Mazda3MPS_09_int-14.jpg



Mazda3MPS_09_int-15.jpg



Mazda3MPS_09_int-16.jpg



Mazda3MPS_09_int-17.jpg



Mazda3MPS_09_int-18.jpg



Mazda3MPS_09_int-19.jpg



Mazda3MPS_09_int-20.jpg



Mazda3MPS_09_int-21.jpg

DETAILS



Mazda3MPS_09_frview1.jpg



Mazda3MPS_09_frview2.jpg



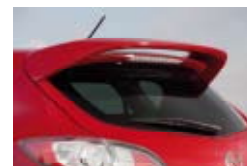
Mazda3MPS_09_rrview2.jpg



Mazda3MPS_09_hdlight1.jpg



Mazda3MPS_09_spoiler1.jpg



Mazda3MPS_09_spoiler2.jpg



Mazda3MPS_09_sdview1.jpg



Mazda3MPS_09_rrview1.jpg



Mazda3MPS_09_rrlight1.jpg



Mazda3MPS_alloy1.jpg



Mazda3MPS_09_logo.jpg



Mazda3MPS_09_bonnet1.jpg



Mazda3MPS_09_airint1.jpg



Mazda3MPS_09_airint2.jpg



Mazda3MPS_09_key1.jpg



Mazda3MPS_09_key2.jpg

STUDIO SHOTS



Mazda3MPS_09_studio01.jpg



Mazda3MPS_09_studio02.jpg



Mazda3MPS_09_studio03.jpg



Mazda3MPS_09_studio04.jpg



Mazda3MPS_09_studio05.jpg



Mazda3MPS_09_studio06.jpg



Mazda3MPS_09_studio07.jpg

TECHNICAL IMAGES



Mazda3MPS_09_DISITurbo1.jpg



Mazda3MPS_09_DISITurbo2.jpg



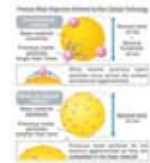
Mazda3MPS_09_DISITurbo3.jpg



Mazda3MPS_09_brake.jpg



Mazda3MPS_09_body.jpg



Mazda3MPS_09_catalyst.jpg

NÜRBURGRING TESTING



Mazda3MPS_09_testdr_01.jpg










Mazda3MPS_09_testdr_02.jpg



Mazda3MPS_09_testdr_03.jpg

8. CONTACTS









MAZDA MOTOR EUROPE

COUNTRY	COMPANY	CONTACT	WEB
	Europe Telephone +49-2173-943 505	Mazda Motor Europe GmbH Fax +49-2173-943 553	Franz Danner E-mail fdanner@mazdaeur.com Media website: www.mazda-press.com
	Austria Telephone +43-463-3888-223	Mazda Austria GmbH Fax +43-463-3888-62	Josef Deimel E-mail deimel@mazda.at Media website: www.mazda-press.at
	Belarus Telephone +375-172 18 9906	Atlant-M Holpy Fax +375- 172 18 9982	Julia Chernaya E-mail Julia_Chernaya@atlantm.com
	Belgium & Luxemburg Telephone +32 3 860 66 05	Mazda Motor Belux Fax +32 3 860 66 12	Peter Gemoets E-mail gemoetsp@mazdaeur.com Media websites: www.mazda-press.be & www.mazda-press.lu
	Croatia Telephone +385-1606-02-64	Mazda Motor Croatia Fax +385 1 6040 746	Ivana Mudrovcic E-mail mudrovcic@mazda.hr Media website: www.mazda-press.com.hr
	Cyprus Telephone +44-1-322 622 691	Mazda Motors UK Ltd Fax +44-1-322 622 700	Graeme Fudge E-mail gfudge@mazdaeur.com
	Czech Republic Telephone +420 739 681 120	Mazda Motor Czech (MMCZ) Fax +420 233 029399	Markéta Kuklová E-mail mkuklova@mazdaeur.com Media website: www.mazda-press.cz

COUNTRY	COMPANY	CONTACT	WEB
---------	---------	---------	-----

	Denmark Telephone +45 26 31 88 37	Mazda Motor Danmark Fax +45-43 25 21 01	Jannik Olsen E-mail jolsen@mazdaeur.com Media website: www.mazda-press.dk
	Faroe Islands Telephone +45 26 31 88 37	Mazda Motor Danmark Fax +45-43 25 21 01	Jannik Olsen E-mail jolsen@mazdaeur.com
	Finland Telephone +358 207 704 337	Inchcape Motors Finland Oy Fax +358 207 704 307	Edvard Duncker E-mail edvard.duncker@inchcape.fi
	France Telephone +33 1 61 01 65 95	Mazda Automobiles France S.A.S. Fax +33 1 61 01 65 60	Manuel Bortone E-mail manuel.bortone@mazda.fr Media website: www.mazda-presse.fr
	Germany Telephone +49-2173-943 220	Mazda Motors (Deutschland) GmbH Fax +49-2173-943 468	Jochen Münzinger E-mail jmuenzinger@mazda.de Media website: www.mazda-presse.de
	Greece Telephone +302-10-5156-033	ELMA S. A. Fax +302-105-156095	Mitsi Leontaritou E-mail leon@cortessigroup.gr
	Hungary Telephone +36 1 464 5005	Mazda Motor Hungary KFT Fax +36-1-464 5001	Eszter Burovinc E-mail burovinc@mazda.hu Media website: www.mazda-press.hu
	Iceland Telephone +45 26 31 88 37	Mazda Motor Danmark Fax +45-43 25 21 01	Jannik Olsen E-mail jolsen@mazdaeur.com

COUNTRY	COMPANY	CONTACT	WEB
---------	---------	---------	-----

	Italy Telephone +39 06 60297 800	Mazda Motor Italia S.p.A Fax +39 06 60200 125	Mariù Granieri E-mail mgranieri@mazdaeur.com Media website: www.mazda-press.it
	Malta Telephone +44-1-322 622 691	Mazda Motors UK Ltd Fax +44-1-322 622 700	Graeme Fudge E-mail gfudge@mazdaeur.com
	Netherlands Telephone +31 182 685 081	Mazda Motor Nederland Fax +31 182 685 009	Jur Raatjes E-mail jraatjes@mazdaeur.com Media website: www.mazda-press.nl
	Norway Telephone +47 66 81 87 75	Mazda Motor Norge Fax +47 66 81 87 71	Heidi Ek E-mail hek@mazdaeur.com Media website: www.mazda-press.no
	Poland Telephone +48 22 318 1977	Mazda Motor Poland Fax +48 22 318 1977	Magdalena Weglewska E-mail mweglewska@mazdaeur.com Media website: www.mazda-press.pl
	Portugal Telephone +351-21-351 2774	Mazda Motor de Portugal Lda. Fax +351-21-351 2771	Jorge Natário E-mail jnatario@mazdaeur.com Media website: www.mazda-press.pt
	Rep. of Ireland Telephone +353-1-1233 47 41	Mazda Motor Ireland Fax +353-1-6080 194	Sinead Farrelly E-mail sfarrelly@mazdaeur.com Media website: www.mazda-press.ie
	Russia Telephone +7-499-500-4856	Mazda Motor RUS Fax +7-495-589-2482	Maria Maguire E-mail mmaguire@mazdaeur.com Media website: www.mazda-press.ru



Slovakia
Telephone
+420 739 681 120

Mazda Motor Slovakia (MMSK)
Fax
+420 233 029 399

Markéta Kuklová
E-mail
mkuklova@mazdaeur.com

Media website:
www.mazda-press.sk



Slovenia
Telephone
+386-1-420-40-91

Mazda Motors Slovenia (MMS d.o.o.)
Fax
+386-1-420-40-88

Maja Kovac
E-mail
maja.kovac@mazda.si

Media website:
www.mazda-press.si



Spain
Telephone
+34-91-418 5468

Mazda Automóviles España S.A.
Fax
+34-91-418 5479

Natalia García
E-mail
ngarcia9@mazdaeurope.com

Media website:
www.mazda-press-spain.com



Sweden
Telephone
+46 768 750 815

Mazda Motor Sverige
Fax
+46-300-10-299

Per Lidström
E-mail
plidstrom@mazdaeur.com

Media website:
www.mazda-press.se



Switzerland
Telephone
+41-22-719 3360

Mazda (Suisse) SA
Fax
+41-22-719 3305

Giuseppe Loffredo
E-mail
gloffredo@mazda.ch

Media website:
www.mazda-press.ch



Turkey
Telephone
+ 90 212 336 95 78

Mazda Turkey
Fax
+ 90 212 215 30 17

Hülya Pamuk
E-mail
hpamuk@mazdaeur.com



Ukraine
Telephone
+380 44 230 15 12

AUTO International
Fax
+380 (44) 230 15 22

Julia Kuzmenko
E-mail
kuzmenko@auto-intl.kiev.ua



United Kingdom
Telephone
+44-1-322 622 691

Mazda Motors UK Ltd
Fax
+44-1-322 622 700

Graeme Fudge
E-mail
gfudge@mazdaeur.com

Media website:
www.mazda-press.co.uk

Albania, Bosnia & Herzegovina, Bulgaria, Macedonia, Moldova, Romania, Serbia & Montenegro
Mazda Central and South East Europe
Telephone Fax
+43 463 3888-223 +43 463 3888-62

Jo Deimel
E-mail
deimel@mazda.at