The Mazda MX-5 Miata has seen a lot of mer-foo sports cars come and go since its historic kickoff in 1989. Meanwhile, it thrives as an icon of pure exhilaration, with a track-proven racing heritage that spans three generations. Mazda MX-5 Miata hangs steady as the hands-down favorite of enthusiasts who demand nothing shy of total driving truth. This is a 100% pure sports car. It’s the best-selling two-seat roadster of all time. And the gifted offspring of a company that designs and builds some of the most fun-to-drive sports cars on the planet. It’s the embodiment of Zoom-Zoom. Forever.

CELEBRATING TWO DECADES OF FLAT-OUT FUN
"JINBA ITTAI, OR 'RIDER AND HORSE AS ONE,' was our guiding principle during the MX-5’s development. The result is a car so nimble, well balanced and fun to drive that the driver and car achieve true unity."
— Takao Kijima
Program Manager/Mazda MX-5 Miata

The new MX-5 Miata strikes a decisive balance of gutsy design, perceptive engineering and dialed-up performance. The result has been praised and bestowed with a must-drive distinction that means, no equal. The dramatically reshaped exterior includes new, expressive side and side skirts. Expressive new headlights and taillights that inspire. Eye-grabbing alloy wheels that mesmerize. And a new interior that screams, "Get in, and let’s find us some S-curves." Feel the response of the freshly tweaked, track-tuned suspension. Drop the top, and let it whip up some wind in the hair freedom and sun in the face exhilaration.

Ignite the oneness between car and driver that only this, the truest of sports cars, can deliver.

To help keep the MX-5 Miata light on its feet and remarkably agile, many of its key components—including its front and rear suspension arms, rear brake calipers, hood and trunk lid (soft top model)—are made from lightweight aluminum alloy.
Where'd it go? It was just here 12 seconds ago. That’s how fast the MX-5 Miata Power Retractable Hard Top disappears when you push a button. And we mean disappears. Because you won’t find it taking up an inch of trunk space. In fact, it stores itself neatly behind the seats under the special hard tonneau cover. All just over 80 pounds of it. It’s also got some bragging rights when it goes back up. Another button. Same 12 seconds.

It’s weather tight. The rear window is real glass with a defroster. And there’s an integrated elegance to the roof line. It’s another example of leading edge design that defines the MX-5 Miata as a pure sports car from the ground up. Or in this case, from the top down.

MX-5 Miata’s available Power Retractable Hard Top automatically lowers behind the seats in a mere 12 seconds — where it’s protected under a solid, stylish tonneau cover. When raised, a single central latch locks it all securely in place.
Drivetrain twist wastes power and produces acceleration lag. To help eliminate it, Mazda engineers gave the MX-5 Miata a solid structural “backbone” — an ingenious aluminum Power Plant Frame (PPF) that unites engine, transmission and differential into a single, rigid unit.

Twenty years of competing, revising and enhancing virtually every aspect of the MX-5 Miata’s engine has paid numerous dividends. Including a powerplant that’s more responsive, reliable and actually 43% more powerful than the very first MX-5 Miata.

MX-5 Miata’s powertrain provides an abundance of track-oriented engineering advancements. Molybdenum-coated pistons help reduce internal friction and provide the free-revving characteristics of the refined MZR engine. A short-throw, close-ratio 6-speed manual gearbox is standard on both the Touring and Grand Touring. A 6-speed is standard on the Sport. A 6-speed Sport AT is also available on most models. For enhanced control, the Sport AT allows you to shift manually via the console-mounted shifter or steering-wheel-mounted paddle shifters. A 5-speed manual is offered on the Touring. A 6-speed Sport AT is offered on the Grand Touring, with an available manual option. Help maximize this powerplant’s potential by working your foot on the gas.

Performancewise, the new MX-5 Miata is definitely engineered to get all the right sensations popping in your head. Starting with a free-revving 16-valve 2.0-liter DOHC MZR engine that kicks out an assertive 167 hp and 7200 rpm redline. All the while grabbing a pump-taunting 28 mpg highway/22 mpg city.** It also uses friction-reducing, molybdenum-coated pistons. Electronically controlled port fuel injection. Variable valve timing. An electronic throttle. An ultralight flywheel. Block and cylinder heads cast from a weight-saving aluminum alloy. Plus a choice of three smooth-shifting gearboxes. From there, an all-aluminum Power Plant Frame (shown) swiftly unifies it all in a dynamic, instant transfer of power to the rear wheels.

*EPA estimated fuel economy for a 5-speed manual transmission. Actual results may vary.
Mazda engineers understand that everyday driving can be as rigorous and demanding as racing. And they designed the MX-5 Miata accordingly. Its front-midship-engine placement and rear-wheel-drive layout enhance balance and directional control. Its newly revised, track-tuned independent suspension results in handling that borders on telepathic. And its 4-wheel disc brakes—complete with ABS, Electronic Brakeforce Distribution and reinforced brake lines—help ensure linear, fade-resistant stops. As any driver worth his adrenaline will tell you, lighter is better. And generous use of aluminum helps make the MX-5 Miata nearly 400 lb lighter than its closest competitors.

† Based on a comparison of 2009 model year roadsters under $25,000.

Among the impressive automotive technologies designed to help keep the MX-5 Miata firmly anchored to pavement: 1. A hollow front stabilizer bar, partnering with four gas-charged shock absorbers and a solid rear stabilizer bar to minimize body roll and maximize cornering grip. 2. A newly revised track-tuned suspension delivers superb handling and directional stability by combining a sophisticated, double-wishbone layout up front with an advanced, multilink setup in the rear. 3. Limited-slip differential and Dynamic Stability Control* with an integral Traction Control System (available on select MX-5 Miata models) to optimize both traction and handling in less than ideal road conditions.

Mazda engineers designed the MX-5 Miata to suit good discerning taste and attention to detail. And they designed the MX-5 Miata accordingly. Its front-midship-engine placement and rear-wheel-drive layout enhance balance and directional control. In nearly every case, track-tuned independent suspension results in handling that borders on telepathic. And its 4-wheel disc brakes—complete with ABS, Electronic Brakeforce Distribution and reinforced brake lines—help ensure linear, fade-resistant stops. As any driver worth his adrenaline will tell you, lighter is better. And generous use of aluminum helps make the MX-5 Miata nearly 400 lb lighter than its closest competitors. And about as many miles ahead of them.
The interior of the new MX-5 Miata elicits visceral anticipation in its most meticulously upholstered form. On the Grand Touring, for example, both bucket seats are leather-trimmed and heated—with five comfort settings. Automatic climate control and steering-wheel-mounted controls for both the stereo and cruise control are also standard. The standard audio system is a Bose® 7-speaker group featuring patented AudioPilot® technology that cancels distracting ambient road noise. There’s even an in-dash 6-disc CD changer with MP3 capability. Add the available Premium Package, and you’ve got Bluetooth®-hands-free phone capability and Advanced Keyless Entry & Start. In all, this interior is engineered to thrill. So don’t be surprised if the goose bumps kick in before the gears do.

* Bluetooth is a registered trademark of Bluetooth SIG, Inc.
Welcome to the MX-5 Miata’s redesigned cockpit. Command central for one of the most responsive and fun-to-drive sports cars ever to honor the twisty road. The MX-5 Miata’s high-boostered, competition-inspired seat hugs you into an ideal driving position. Providing optimum support and comfort. Full instrumentation, with a clear line of sight to the gauge cluster, dials your inner let’s-go-meter all the way to ten. And the pedals are strategically positioned for faster, more efficient heel-and-toe action. MX-5 Miata’s classic three-spoke, tilt-adjustable steering wheel, its short-throw gearshift and everything else you touch have been micromanaged into perfect car and driver oneness. There is exhilaration to be tapped in this car like never before. And it all starts here.

To precisely determine which shifter positions were the most comfortable and efficient, Mazda engineers used multiple biosensors to study driver interaction within a wide range of different locations—all to help ensure that shifting gears in an MX-5 Miata is a nearly effortless interaction between man and machine.
The one thing that hasn’t changed throughout MX-5 Miata’s first twenty years is Mazda’s commitment to all who embrace uncompromising sports-car authenticity. MX-5 Miata is, and will remain the real deal. An athletic, agile and purpose-built sports car. An obvious time-proven icon of design and deliverer of pure exhilaration. An eye-catching driver’s machine that has inspired three generations of fast-forward leaps in automotive engineering. Because if it were anything less, we wouldn’t…we couldn’t…call it what we know it truly is. A sports car. Zoom/Zoom. Forever.
The fact that MX-5 Miata has been racing for its entire 20 years relates directly to another amazing fact: On any given weekend, more Mazdas and Mazda-powered cars are road-raced in the U.S. than any other car, import or domestic. And there’s more. Like the fact that Spec Miata is the Sports Car Club of America’s (SCCA) largest and most popular amateur racing class. And in terms of pro racing, 2009 marks the fourth season of the SCCA Playboy Mazda MX-5 Cup. How a 10-race series, the MX-5 Cup attracts many of pro racing’s top up-and-comers. A true test of talent and technique, where drivers compete in identically prepped stock MX-5 Mazdas on many of America’s legendary race courses—including Mazda Raceway Laguna Seca. But you don’t have to race your MX-5 Miata to appreciate 20 years of proven reliability and engineering integrity. You’ll feel it every time you leave your own driveway.

Mazda is the official vehicle of Skip Barber Driving Schools, Racing Schools and Race Series—the largest, most successful racing/driving schools on the planet. During its first 15 years, there was no Mazda MX-5 Cup. Beginning with its establishment in 2005, almost every major professional racing/driving school in the world has negotiated with Mazda to bring its safety and marketing program to their facilities. The official Mazda MX-5 Cup is now the ultimate driving school of choice for most of the world’s leading driving schools. Mazda is proud to be the official vehicle of Skip Barber Driving Schools, Racing Schools and Race Series—where you can learn to drive the Mazda MX-5 Cup car in real competition.
**SPECIFICATIONS**

**ENGINE & TRANSMISSION**

**HORSEPOWER/SPECS**

- **Horsepower, SAE net**: 158 @ 6700 rpm (6-speed Sport AT)

**FUEL ECONOMY**

- **EPA estimated mpg, city/hwy**: (SV, Sport) 22/28; (Touring, Grand Touring) 21/28

**TIRE & WHEEL**

- **Wheel**: 165/65R15

**BODY**

- **Hard Top**: 6-speed Sport AT automatic transmission with Available (PRHT) Silver seatback bars with aero mesh screen

**INTERIOR**

- **Leather, Suede**: 6-speed Sport AT automatic transmission with Available (PRHT) Lightweight aluminum hood

**SAFETY & SECURITY**

- **Antilock Brake System (ABS)** P S S
- **Power door locks; remote keyless entry** P
- **Side air bag** – – \(-P\) – –

**ACCESSORIES**

- **Remote trunk fold” convertible top** O/A O/A O/A O/A

**TRIM SPECIFICATIONS**

- **COPPER RED MICA**
- **LIQUID SILVER METALLIC**
- **STORMY BLUE MICA**
- **COMPETITION YELLOW (MX-5 ONLY)**
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• A 3-year/36,000-mile* 24/7 Emergency Roadside Assistance program
• A 5-year/60,000-mile* limited powertrain warranty
• A 5-year/unlimited mileage warranty against body rust-through

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* Available only at authorized MAZDASPEED Dealers.