



PRESS MATERIAL – MAZDA MOTOR EUROPE

2024 MAZDA MX-5



This press material is specified for the European market and summarises European specifications of Mazda products. Figures and specifications may vary according to local European market and vehicle trim grade.



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1| INTRODUCTION: NEW DRIVING MODE, LED LIGHTS AND DESIGN

Mazda's iconic "World Car Design of the Year"-winning roadster has evolved over the years, yet always remained true to the Jinba Ittai philosophy of creating perfect harmony between driver and car. The MX-5, a timeless masterpiece – refined by Mazda's craftsmen over four generations of customer feedback – celebrates its 35th birthday in 2024. With over 1.1 million units sold, the community of MX-5 enthusiasts continues to grow.

With the 2024 MX-5¹ Mazda further reinforces the Jinba Ittai ethos by introducing DSC-Track, a new Dynamic Stability Control (DSC) mode optimised for circuit driving, and a newly developed Asymmetric Limited Slip Differential (Asymmetric LSD).

DSC-Track prioritises driver safety by implementing over-steer control in hazardous spins that the driver is unable to correct. DSC-Track allows the driver to remain in control until the very last second, only then it will intervene. The Asymmetric Limited Slip Differential (Asymmetric LSD) stabilises vehicle turn-in behaviour. In particular, bolstering the slip-limiting force during deceleration improves stability when braking into a turn, where reduced rear wheel ground load leads to vehicle instability. Optimizing slip limiting force and preload specifically for the MX-5's engine, suspension, and tyre characteristics results in smoother and more linear turning performance. Turning stability has thus been enhanced to make manoeuvring easier in urban areas, as well as on winding roads and racetracks.

The 2024 Mazda MX-5 features advanced LED headlights that now seamlessly combine with the daytime running lights. Furthermore, the rear lights have undergone subtle revisions, and LEDs are now used also on the turn signals. The exterior changes are complete with a new paint option, "Aero Grey Metallic", which replaces "Platinum Quartz", and 16- and 17-inch wheel designs.

Enhancements for 2024 also extend to the interior, which gains a redesigned 8.8-inch centre display with Android Auto™ and Apple Car Play® running wirelessly, a frameless rear-mirror and a suede-like seat material called Leganu®.

¹ Mazda MX-5 Skyactiv-G 2.0 fuel consumption 6.9 l/100 km, CO2 emissions 171-154 g/km (WLTP combined). Mazda MX-5 Skyactiv-G 1.5 fuel consumption 6.3 l/100 km with CO2 emissions of 142 g/km. Vehicles are homologated in accordance with the type approval procedure WLTP, Regulation (EU) 2017/1151, Regulation (EC) No 715/2007.



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2| EXTERIOR & INTERIOR DESIGN

- **New Aero Grey Metallic exterior finish and new beige soft top**
- **New Seat material: Leganu®**
- **Updated lights, centre meter, rear-view mirror and more**

Visually, the 2024 Mazda MX-5 remains true to its celebrated Kodo design, which captured World Car Design of the Year as well as World Car of the Year in 2016. Indeed, the MX-5 retains an energetic style that blurs the boundaries between exterior and interior while emphasising the two-seater's perfectly balanced proportions.

A new exterior colour, Aero Grey Metallic, replaces Platinum Quartz, and the MX-5 Kazari roadster's soft-top, which opens and shuts instantly with a flick of the wrist, is now available in beige.





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The retractable fastback (RF) model brings a special touch of design prowess and comfort. The MX-5 RF's fully automatic three-piece power hardtop offers the best of both sports car worlds: open-air motoring with the security and comfort of a fixed roof. It's the fastest hardtop on the market, too, with a cleverly compact mechanism that opens or closes in only 13 seconds, even when moving at speeds of up to 10 km/h.

Inside, the 2024 MX-5 features a larger, 8.8-inch centre display that showcases newly wirelessly connected Android Auto™ or Apple Car Play®, which can also be operated by touching the screen. Mobile phones may now also be connected via one of two USB-C sockets.

The driver's instrument panel behind the steering wheel has been refreshed with a newly shaped pointer, and a font made clearer and easier to read by the adoption of a higher-pigmentation black Japanese lacquer.

The auto-dimming rear-view mirror has also been reshaped in the 2024 Mazda MX-5, Exclusive-line and up. The outer shape of the mirror is now an inverted trapezoid, thus preventing it from reflecting anything other than the rear view. Additionally, the mirror is now frameless, making it blend better into the scenery. Finally, the mirror's black mount has been slimmed to reduce visual clutter and widen the view through the windscreen, especially for the passenger.

Adding a glamorous but still classic touch: from the Exclusive-line upwards the centre console is covered with synthetic leather.

Yet another update in the interior brings a higher level of seating comfort. For the section of the seat that is in direct contact with the back and pelvis, the 2024 MX-5 features a high friction-resistant synthetic leather called "Leganu®" with a suede-like texture. With this new material, slippage is minimised thus making it even easier for the driver to maintain their balance during enthusiastic driving.

On the exterior, the 2024 Mazda MX-5 features advanced LED headlights that seamlessly combine with the daytime running lights and enhance visibility. Furthermore, the rear lights have undergone subtle revisions, and LEDs are now used also on the turn signals. Without changing the outer form of the casing, the new model incorporates a concave outer lens in the circular part of the rear combination lamp.

The 2024 Mazda MX-5 is also equipped with newly designed 17-inch alloys that exemplify the car's light weight and functionality.



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The exterior changes are completed with a new paint option of "Aero Grey Metallic", replacing "Platinum Quartz". The revised- exterior the colour palette now features seven options: Aero Grey Metallic, the two Takuminuri Colours, Machine Grey and Soul Red Crystal as well as the metallic colour options Deep Crystal Blue, Zircon Sand, Jet Black and the solid colour Arctic White.

The three-grade structure offers customers a choice of the Prime-Line entry grade, Exclusive-Line and the top-of-the-range Homura grade.

The Homura grade as before showcases numerous sporting features including a Brembo brake system, Recaro seats and black mirror caps. Homura versions fitted with the Skyactiv-G 2.0 184 PS engine are additionally equipped with Bilstein dampers, a strut bar and forged BBS alloy wheels. Also in the range, the Homura grade with a Skyactiv-G 1.5 132 PS engine features RAYS alloy rims.



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The Special Edition model Kazari, can be identified by unique colour combinations. The soft top version featuring a beige roof and tan, perforated Nappa leather upholstery. The hard top version has a two-tone roof and the same model-specific upholstery.





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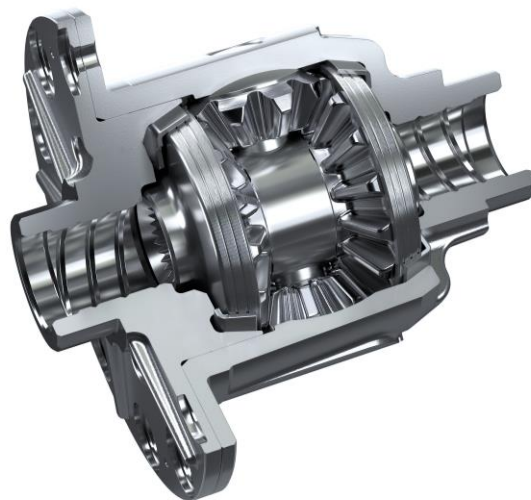
3| DRIVING DYNAMICS

- **New drive mode for circuit driving: Dynamic Stability Control (DSC)-Track**
- **Development: New Asymmetric Limited Slip Differential (Asymmetric LSD)**

Widely considered the most fun-for-the-money on four wheels, the Mazda MX-5 is exceptionally surefooted in corners. For the 2024 model Mazda has further improved on this asset by adding a newly developed Asymmetric Limited Slip Differential (Asymmetric LSD) and introducing a special drive setting, the Dynamic Stability Control (DSC)-Track mode.

Motorsport is one of the most popular ways for Mazda customers to enjoy their MX-5. And Mazda has introduced DSC-Track – a new Dynamic Stability Control (DSC) mode optimised for circuit driving – for the many getting into motorsport for the first time with this compact, agile sports car.

Available for top-spec models of the Exclusive-line grade and upwards, DSC-Track gives the driver maximum control over the vehicle, intervening later than other drive modes. It allows the driver to remain in control until the very last second, only then will it intervene before a hazardous spin that the driver would be unable to correct in time. Hence DSC-Track control technology enhances the Jinba Ittai philosophy of perfect unity between the driver and the vehicle, while assisting the driver in focusing completely on driving.





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DSC-Track is perfectly complimented by Mazda's new Asymmetric Limited Slip Differential (Asymmetric LSD). This stabilises vehicle turn-in behaviour by varying the limiting force of slip on the differential gear in response to vehicle acceleration and deceleration as the rear wheel vertical load changes. The conical clutch LSD now has a camshaft mechanism that is lightweight, compact and highly durable. The cam angle is set differently for the deceleration and acceleration sides, achieving the optimum limit of slip force during both processes. In particular, bolstering the slip-limiting force during deceleration improves stability when braking into a turn, where reduced rear wheel ground load leads to vehicle instability. The new Asymmetric Limited Slip Differential is exclusively mated to the Skyactiv-G 2.0 184 PS engine with manual transmission. Optimising slip limiting force and preload specifically for the MX-5's engine, suspension, and tyre characteristics results in smoother and more linear turning performance. Turning stability thus has been enhanced to make manoeuvring easier in urban areas, as well as on winding roads and racetracks.

The current fourth generation of Mazda's brand icon also benefits from structural chassis and body modifications as well as engine advancements to increase both power and fuel efficiency. The engines' sound has also been enhanced. Mazda wants the joy of driving to extend to the all the driver's senses, including their ears, hence the adoption of an ISE (Induction Sound Enhancer) in the 2024 MX-5, strengthening the perception of the 1.5 Skyactiv-G 132 PS's nimbleness and the 2.0 Skyactiv-G 184 PS's potency and strength.

The Skyactiv-G 2.0 is responsive across the engine's range, reacting instantly to throttle input, yet remaining as efficient as ever. The two-litre unit redlines at 7,500 rpm, with a maximum output of 135 kW/184 PS at 7,000 rpm, and peak torque of 205 Nm available at 4,000 rpm. The Skyactiv-G 2.0 MX-5 soft-top accelerates from zero to 100 km/h in 6.5 seconds (RF: 6.8 seconds) and on to a top speed of 219 km/h (RF: 220 km/h). Fuel consumption for both body versions is 6.9 l/100 km, and CO₂ emissions are 171-154 g/km. To further enhance efficiency, the Skyactiv-G 2.0 is equipped with i-Eloop – a condenser-based brake energy recovery system, and Mazda's i-stop idle-stop system. The engine line-up also includes the lighter Skyactiv-G 1.5, which produces 97 kW/132 PS at 7,000 rpm and maximum torque of 152 Nm at 4,500 rpm. Skyactiv-G 1.5 versions of the soft-top and RF consume 6.3 l/100 km, with CO₂ emissions of 142 g/km. Both are also equipped with i-Eloop and i-stop.

Both four-cylinder engines are mated to a quick-shifting six-speed Skyactiv-MT manual transmission designed exclusively for the MX-5, with its classic front-mid engine, rear-wheel drive layout. The MX-5 RF 2.0 Kazari special version is also available with an automatic transmission.



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4| PACKAGING & SAFETY

- **Infotainment package with a larger screen and wireless support for Apple CarPlay® and Android Auto™**
- **Further enhanced safety systems including autonomous braking and more**

Like its predecessor, the 2024 Mazda MX-5 is fitted, as standard, with LED headlights with automatic headlamp levelling, electrically adjustable door mirrors and an automatic climate control system.

The Mazda Connect infotainment system now features an enlarged 8.8-inch colour touchscreen, rotary commander, digital radio (DAB) and six speakers. Also, standard is smartphone integration via Apple CarPlay® and Android Auto™. New for 2024, both connect wirelessly and allow for apps installed on a smartphone to be displayed and utilised safely and conveniently on the Mazda Connect centre display.





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The MX-5 is also available with a custom nine-speaker Bose® sound system featuring headrest speakers and the Mazda SD navigation system with 3D map display.

Mazda is dedicated to keeping drivers safe. The 2024 Mazda MX-5 is equipped with numerous driver assistance and safety features, not only on the racetrack but also for everyday driving. Even the entry-grade Prime-line models have Lane Departure Warning System (LDWS) and a Lane-keep Assist System (LAS), helping keep the car's position in its lane. In addition, an intelligent speed assist and LED headlights with automatic range adjustment and variable light modes ensure optimal illumination of the road and road signs at all times.

Further active safety systems from the Exclusive-line upwards include a parking aid (RCTA), which warns of intersecting traffic when reversing, a vehicle exit warning which notifies occupants of traffic when disembarking and the Lane Change Assistant Plus (BSM) which also monitors the blind spots. A secondary collision reduction system is introduced on the 2024 MX-5, bringing the car to a stand-still after a collision is detected in order to reduce secondary collision damage.

Emergency Brake Assist (SBS - Smart Brake Support) detects vehicles, bicycles and pedestrians in front of the car and triggers automatic braking if necessary, while Emergency Brake Assist Plus (SBS-RC - Smart Brake Support Rear Crossing) supports collision avoidance with vehicles approaching from the left, right or rear when the MX-5 is reversing at speeds of between 0 and 15 km/h. Further driver assistance is provided by Traffic Sign Recognition (TSR), Driver Attention Alert (DAA) and a rear-view camera. The rear-view camera benefits from an improvement in image quality and resolution, and TSR links with the Navigation system to display the speed limit.

Improved for the current generation MX-5 to enhance pedestrian protection the active bonnet lifts in the event of a collision with a pedestrian, creating a crucial crumple zone between the bonnet and rigid engine parts underneath. This reduces the risk of serious head injuries without negatively affecting the car's design.



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5| TECHNICAL SPECIFICATIONS

DIMENSIONS

		MX-5	MX-5 RF
Body type		Convertible roadster	Retractable hardtop
Doors		2	2
Seating capacity		2	2
Exterior			
Overall length (without number plate holder)	mm	3,915	3,915
Overall width	mm	1,735	1,735
Overall width (mirror to mirror)	mm	1,918	1,918
Overall height ¹	mm	1,225/1,230	1,230/1,235
Wheelbase	mm	2,310	2,310
Overhang front (without number plate holder)	mm	760	760
Overhang rear	mm	845	845
Track front	mm	1,495	1,495
Track rear	mm	1,505	1,505
Ground clearance between axles (unladen) ¹	mm	141/149	141/147
Interior			
Headroom	mm	950	935.7
Shoulder room	mm	1,325	1,325
Hip room	mm	1,320	1,320
Legroom	mm	1,096	1,096
Hip point (distance from floor)	mm	145	145
Boot			
Volume ²	l	130	127
Boot floor, distance from ground ¹	mm	430	425/435
Depth to boot floor	mm	455	455
Load floor length	mm	640	640
Width at floor	mm	1,100	1,100
Boot opening threshold, distance from ground ¹	mm	821/828	816/826
Boot opening width	mm	808	769

¹ With 16 / 17-inch wheels

² DIN value, including sub-trunk



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ENGINES

	MX-5		MX-5 RF	
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0
Engine type	I4 DOHC 16 valves	I4 DOHC 16 valves	I4 DOHC 16 valves	I4 DOHC 16 valves
Displacement	cm ³	1,496	1,998	1,496
Bore x stroke	mm	74.5 x 85.8	83.5 x 91.2	74.5 x 85.8
Camshaft drive		Timing chain	Timing chain	Timing chain
Fuel injection system		Direct injection	Direct injection	Direct injection
Compression ratio		13.0:1	13.0:1	13.0:1
Exhaust type		4-2-1	4-2-1	4-2-1
Emission control system		Three-way catalyst	Three-way catalyst	Three-way catalyst
Max. power	kW (PS) / rpm	97(132)/7,000	135(184)/7,000	97 (132)/7,000
Max. torque	Nm / rpm	152/4,500	205/4,000	152/4,500
Max. engine speed	rpm	7,500	7,500	7,500
Fuel type		95 RON	95 RON	95 RON
Fuel tank capacity	l	45	45	45
Engine oil capacity	l	4.1	4.1	4.1
Battery		N-55(S)	N-55(S)	N-55(S)
Transmission		6MT	6MT	6MT/6AT

TRANSMISSION

	MX-5		MX-5 RF		
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0	
Transmission	6-speed manual	6-speed manual	6-speed manual	6-speed manual	6-speed automatic
Powertrain	RWD	RWD	RWD	RWD	RWD
Gear ratios					
1 st	5.087	5.087	5.087	5.087	3.538
2 nd	2.991	2.991	2.991	2.991	2.060
3 rd	2.035	2.035	2.035	2.035	1.404
4 th	1.594	1.594	1.594	1.594	1.000
5 th	1.286	1.286	1.286	1.286	0.713
6 th	1.000	1.000	1.000	1.000	0.582
Reverse	4.696	4.696	4.696	4.696	3.168
Final drive ratio	2.866	2.866	2.866	2.866	3.583

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SUSPENSION & STEERING

	MX-5		MX-5 RF	
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0
Suspension				
Front suspension	Double wishbone			
Rear suspension	Multi-link			
Shock absorbers (front & rear)	Monotube			
Steering				
Steering type	Rack and pinion			
Power assist type	Double pinion electric power assist			
Steering wheel ratio	14.5		14.5	
Steering wheel turns (lock to lock)	2.7		2.7	
Turning circle radius (kerb to kerb)	m	4.7	4.7	
Turning circle diameter (wall to wall)	m	10.04	10.04	

WHEELS & BRAKES

	MX-5		MX-5 RF		
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0	
Wheels & tires					
Wheel size	16 x 6.5J	17 x 7J	16 x 6.5J	17 x 7J	
Tire size	195/50 R16 84V	205/45 R17 84W	195/50 R16 84V	205/45 R17 84W	
Brakes					
Type (front)	Ventilated discs				
Type (rear)	Solid discs				
Diameter (front)	mm	258	280	258	280
Diameter (rear)	mm	255	280	255	280
Vacuum booster diameter	inch	8	8	8	8
Scheduled maintenance	Every 20,000km / 12 months ¹				

¹ May vary according to country or region



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PERFORMANCE AND WEIGHTS

	MX-5		MX-5 RF			
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0		
Powertrain	RWD	RWD	RWD	RWD	RWD	
Transmission	6MT	6MT	6MT	6MT	6AT	
Performance						
Top speed (with limiter)	km/h	204	219	203	220	199
Acceleration 0-100km/h ¹	sec	8.3	6.5	8.6	6.8	7.9
Fuel consumption (WLTP)²						
Combined	l/100km	6.3	6.9	6.3	6.9	7.6
CO ₂ emissions (combined)	g/km	142	154	142	154	171
Emissions rating		Euro 6d	Euro 6d	Euro 6d	Euro 6d	Euro 6d
Weight						
Min. kerb weight	kg	1,003	1,041	1,039	1,084	1,119
Min. kerb weight (with 75kg driver)	kg	1,078	1,116	1,114	1,159	1,194
Max. permissible weight	kg	1,230	1,260	1,280	1,305	1,320
Permissible front axle weight	kg	625	645	635	645	655
Permissible rear axle weight	kg	605	615	645	660	665

¹ Under Mazda test conditions

² Vehicles are homologated in accordance with the new type approval procedure WLTP (Regulation (EU) 1151 / 2017; Regulation (EU) 2007/715). To provide comparability the referred values are NEDC – values determined in line with Implementation Regulation (EU) 1153 / 2017.



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6| PRODUCTION & SALES FIGURES

PRODUCTION (UNIT)		SALES (UNIT)							
CY	Total	CY	N. America	Europe	Japan	Australia	China	Others	Total
CY1989	45,278	CY1989	25,879	0	9,307	657	0	0	35,843
CY1990	95,640	CY1990	39,850	9,267	25,226	1,455	0	0	75,798
CY1991	63,434	CY1991	34,196	14,050	22,594	698	0	0	71,538
CY1992	52,712	CY1992	27,241	6,632	18,648	499	0	0	53,020
CY1993	44,743	CY1993	23,089	4,824	16,779	453	0	0	45,145
CY1994	39,623	CY1994	22,573	5,019	10,828	404	0	0	38,824
CY1995	31,886	CY1995	21,108	7,174	7,171	196	0	0	35,649
CY1996	33,610	CY1996	18,966	9,585	4,409	241	0	0	33,201
CY1997	27,037	CY1997	17,812	10,480	3,537	206	0	0	32,035
CY1998	58,682	CY1998	20,890	16,831	10,174	1,310	0	0	49,205
CY1999	44,851	CY1999	18,936	21,130	4,952	1,354	0	30	46,402
CY2000	47,496	CY2000	19,627	19,268	4,644	1,038	0	33	44,610
CY2001	38,870	CY2001	17,757	16,368	4,211	924	0	6	39,266
CY2002	40,754	CY2002	15,622	19,670	2,934	698	0	34	38,958
CY2003	30,106	CY2003	11,999	18,934	1,520	540	0	11	33,004
CY2004	24,232	CY2004	10,501	13,885	1,646	483	0	248	26,763
CY2005	29,950	CY2005	10,658	9,852	3,657	743	0	353	25,263
CY2006	48,389	CY2006	18,479	19,402	4,067	1,468	0	827	44,243
CY2007	37,022	CY2007	16,888	18,899	3,845	1,170	0	772	41,574
CY2008	22,886	CY2008	12,384	13,252	1,858	639	0	610	28,743
CY2009	19,341	CY2009	8,767	9,709	1,947	521	720	474	22,138
CY2010	20,554	CY2010	7,106	10,317	1,120	440	652	431	20,066
CY2011	14,995	CY2011	6,286	8,147	1,104	315	284	446	16,582
CY2012	15,400	CY2012	7,016	7,207	941	159	75	438	15,836
CY2013	11,639	CY2013	6,334	6,113	768	178	46	331	13,770
CY2014	12,246	CY2014	5,256	5,813	595	118	18	362	12,162
CY2015	31,907	CY2015	9,221	6,881	8,509	917	1	979	26,508
CY2016	40,101	CY2016	10,368	14,145	6,126	1,577	0	2,351	34,567
CY2017	38,861	CY2017	12,438	16,039	7,005	1,459	0	2,832	39,773
CY2018	27,452	CY2018	9,785	13,787	5,331	820	454	1,761	31,938
CY2019	26,179	CY2019	8,527	14,378	4,717	442	47	1,776	29,887
CY2020	21,492	CY2020	9,323	4,833	4,413	457	0	1,300	20,326
CY2021	23,129	CY2021	11,563	7,004	5,369	744	0	1,433	26,113
CY2022	27,137	CY2022	6,845	5,327	9,567	495	0	1,931	24,165
CY2023 ¹	18,444	CY2023	7,878	5,440	5,023	305	0	1,327	19,973
Cumulative	1,206,078		531,168	389,662	224,542	24,123	2,297	21,094	1,192,886

¹ As of August 2023



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7| MAZDA MEDIA CONTACTS IN EUROPE

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