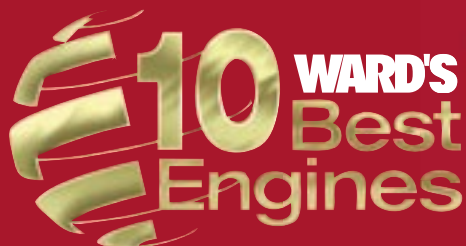


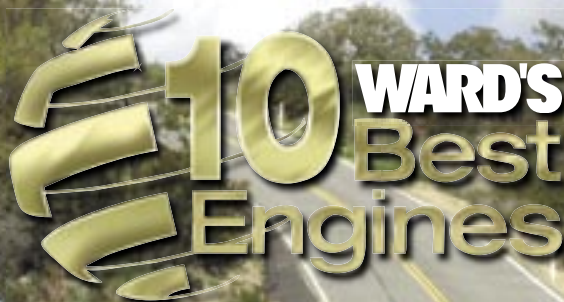


► **Duratec 35 3.5L DOHC V-6**





# Award-Winning



*The Ward's 10 Best Engines list is considered the auto industry's benchmark for powertrain excellence. Mazda earned its seventh Ward's 10-Best Engines honor in 2007 for the 2.3L direct injection spark ignition (DISI) turbocharged DOHC I-4 engine tested in the MazdaSpeed3 compact hatchback. In 2006 it won 10 Best honors in the MazdaSpeed6 performance sedan. The award-winning engine also powers the Mazda CX-7 cross/utility vehicle and won kudos from Ward's editors in that application as well.*

*The DURATEC 35 3.5L V-6, which powers the new Mazda CX-9, is another of Ward's 10 Best in 2007. Further information on both award-winning engines is available at [WardsAuto.com](http://WardsAuto.com).*

## Mazda CX-7

**B**ig-horsepower engines are nothing new to the Ward's 10 Best Engines competition. Even big-horsepower engines at incredibly accessible prices are not unusual. Those two attributes provide the foundation of a good 10 Best Engines resume.

It's no wonder, then, Mazda Motor Corp.'s sizzling 2.3L DISI turbocharged DOHC I-4 has landed in the winner's circle two years in a row.

Featured in the Mazda CX-7 cross/utility vehicle, the MazdaSpeed6 sport sedan and MazdaSpeed3 compact pocket rocket, few hoods in the U.S. market cover a hotter engine that costs less.

In its highest performance trim in the MazdaSpeed6, the

2.3L 4-cyl. pounds out 119 horsepower per liter and 280 lb.-ft. (380 Nm) of torque, meaning this 2.3L 4-cyl. out-torques Porsche's 3.4L DOHC H-6 in the \$83,300 Cayman S, as well as just about any other normally aspirated 6-cyl. around.

And even in its lower output guise in the Mazda CX-7, where it produces 244 hp, and 258 lb.-ft. of torque (350 Nm), the engine still is very impressive.

Mazda has taken its widely known 2.3L "global" 4-cyl. foundation and applied direct-injection gasoline (DIG) technology to increase torque and improve economy and emissions.

And as we have seen with other 10 Best Engines winners that use DIG and turbocharging in concert such as the Audi A3, there is no better teaming of technology.

The enhanced low-rpm torque production that comes from DIG sweetly compensates for turbo lag.

While most non-DIG turbocharged engines wallow at low speed, waiting for their turbos to wind up, the new DIG turbo mills snap to attention directly from idle. When the torque benefits of DIG are bleeding off at higher rpm, the turbocharger already is making efficient boost. Magnificent!

It would've been enough to generate the giant power numbers and call it a day, but this engine never gives the sensation that refinement got "costed."

It helps that Mazda's foundation architecture is excellent, including high-cost items such as infinitely variable valve tim-



A side profile view of a red Mazda SUV, likely a CX-5, parked on a paved surface. The vehicle is positioned in the lower half of the frame. In the background, there are green bushes and trees under a clear sky. A dark blue banner at the top contains white text and navigation arrows.

► **DURATEC 35 3.5L DOHC V-6**

Performance and refinement at this level, on regular unleaded, sets a new standard for V-6s; bridging the gap between those with workaday specs and refinement and the big-dollar, big-power premium V-6s that require, or at least recommend, unleaded. <<

Some *10 Best Engines* testers even admit to preferring Mazda's mini-dynamo DISI 2.3L turbo I-4 in the CX-7 CUV or the Mazdaspeed6 midsize sedan (both of which calm this brute with all-wheel drive), instead of the MazdaSpeed3 pocket rocket, but all agree this engine is a special example of affordable-engine development. <<



The Duratec 35 also is particularly delightful in the mid-range, where it revs viciously with even light throttle applica-

# Award-Winning Power

A photograph of two Mazda3 sedans driving on a paved road. The silver car is on the left, and the red car is on the right. Both cars are angled towards the viewer. In the background, there is a bridge structure and a clear sky.

The Mazdaspeed3 and the Mazdaspeed6 also feature the 2.3L DISI turbocharged DOHC I-4 engine that was named one of *Ward's 10 Best Engines* of 2007.





# Award-Winning Power

“There’s serious engineering at play here, the kind of action that elevates this engine (the Mazda 2.3L I-4) above others we’ve tested that offer a great performance-per-dollar quotient.”



## Mazda Motor Corp. DISI 2.3L Turbocharged DOHC I-4



### Engine Specs:

Engine type: 2.3L Turbocharged DOHC I-4  
Displacement (cc): 2,260  
Block/head material: aluminum/aluminum  
Bore x stroke: 87.5 x 94  
Horsepower (SAE net): 244 @ 5,000 rpm  
Torque: 258 lb.-ft. (350 Nm) @ 2,500 rpm  
Specific output: 106 hp/L  
Compression ratio: 9.5:1  
EPA fuel economy, city/highway (mpg): 2WD: 19/24  
4WD: 18/24

## Mazda Motor Corp. DURATEC 35 3.5L DOHC V-6



### Engine Specs:

Engine type: 3.5L DOHC 60° V-6  
Displacement (cc): 3,496  
Block/head material: aluminum/aluminum  
Bore x stroke: 92.5 x 86.7  
Horsepower (SAE net): 263 @ 6,250 rpm  
Torque: 249 lb.-ft. (338 Nm) @ 4,500 rpm  
Specific output: 75 hp/L  
Compression ratio: 10.3:1  
EPA fuel economy, city/highway (mpg): FWD: 18/24  
AWD: 16/22