

1988 Mazda RX-7

2dr Coupe • 2-cyl. 1308cc/146hp Rotary MPFI

#1 Concours condition

\$32,600

0%

#2 Excellent condition

\$19,200

+4.9%

#3 Good condition

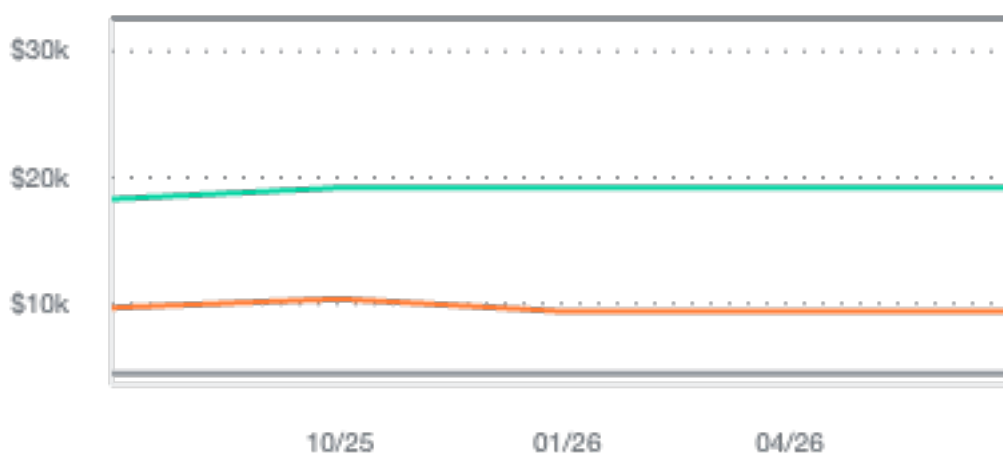
\$9,400*

-3.1%

#4 Fair condition

\$4,500

0%



NOTE: The chart displays price changes for the last year.

Model description

The second generation of Mazda's iconic rotary-engine sports car has led a dual life. Generally scorned by the public, the RX-7 of this era is prized among rotary engine enthusiasts for its performance potential and features.

After a successful seven-year run for the first generation body style, the Mazda RX-7 was due for a refresh. The new design mocked the popular Porsche 944, but it carried the best technology Mazda could bring to its halo sports car. The new shape offered a drag coefficient of just .31, dropping to .29 with the optional aero kit. Where the first generation carried a traditional solid rear axle with standard drum brakes, the second generation RX-7 offered true independent rear suspension with disc brakes on all four corners.

The engine in the second generation Mazda RX-7 was the same 13B rotary that had been introduced in 1984, but power output was raised to 146 hp, and an optional turbocharged model enjoyed 182 hp from the tiny 1.3-liter motor. The Turbo II, as it was called, also enjoyed larger front brakes. Transmission options included a five-speed manual or a four-speed automatic.

The 1986 RX-7 was also available in a two-seat configuration or a 2+2 style, although getting anyone but a small child in the back seat was a trial. The RX-7 came in two trim levels – base and GXL, with GXL cars equipped with larger 15-inch wheels and four-piston front brake calipers.

The RX-7 received no notable changes for 1987 except for optional anti-lock brakes. In 1988, Mazda added the first convertible RX-7, which is also the most handsome RX-7 of this era. All convertibles came with the non-turbo engine and a five-speed manual transmission. Mazda also produced a 10th Anniversary edition RX-7 this year with the turbo engine and special white-on-white exterior over a black leather interior. Gold badges indicate the 10AE status.

The 1988 packages were carried over into 1989 unchanged except for the 10AE model. Late in the 1989 model year, some mid-year changes boosted base horsepower to 160 and turbo horsepower to 200. A special "GTU" model appeared with the normally aspirated engine and fewer bells and whistles. This earned the GTU a lighter curb weight, but not much else. These changes were carried on in the 1990 and 1991 model years.

After 1989, sales of the RX-7 dwindled due to the explosive popularity of Mazda's new Miata. With most of the performance in a much more attractive package, the Miata stole the show. So for the 1992 model year, Mazda brought out an entirely new RX-7 that was a complete game-changer.

Most second generation Mazda RX-7 collectors tend to seek out convertible models, while those with a particular bent towards performance usually prefer the turbo editions. Regardless, the second generation Mazda RX-7 is the least expensive rotary engine sports car on the market today, so no matter the choice, it won't cost a lot of money.

Body styles

2dr Convertible 2dr Coupe

Engine types

2-cyl. 1308cc/146hp Rotary
MPFI

1986-1992 Mazda RX-7 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$68,200	\$1,800	\$16,286	117

Equipment

Standard Equipment

5 Speed Manual

Yes

Yes

AM/FM CASS

Active (Manual) Belts

Other

Optional Equipment

AM/FM CD

Yes

Yes

Yes

Power Sun/Moon Roof

Additional Info

Wheel Base Shortest - Inches: 95.7

Wheel Base Longest - Inches: 95.7

Shipping Weight: Indeterminate

Drive Type: RWD

Manufacturer Name: Ford

Front Tire Size: 14R185

Manufacturer MSRP: Indeterminate

Market Segmentation: Compact Sport

Manufacturer Code: C134

Front Tire Size Code: 15

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.