

# 1985 Mazda RX-7

2dr Coupe · 2-cyl. 1146cc/106hp Rotary 4bbl

#1 Concours condition

**\$44,500**

0%

#2 Excellent condition

**\$25,900**

-5.1%

#3 Good condition

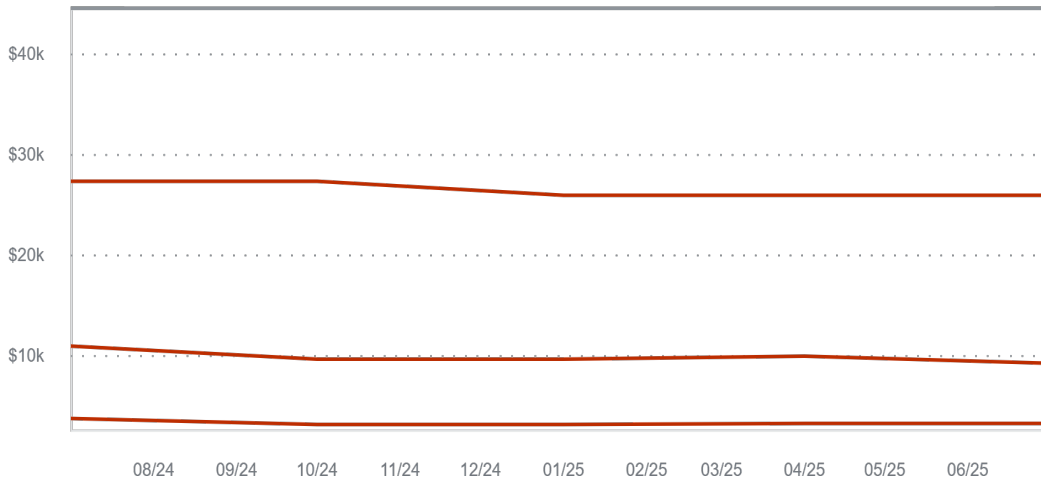
**\$9,200\***

-15.6%

#4 Fair condition

**\$3,200**

-13.5%



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

## Value adjustments

**+10%**  
for GSL package.

**+20%**  
for GSL-SE

**-20%**  
for automatic.

## Model description

By the late 1970s, new sports car introductions were a rare event. Sensing the same need that Nissan had in 1969 for an affordable, reliable and basic sports car, Mazda rushed to fill the niche that Datsun had abandoned when they irrevocably took the 240Z upmarket as the 280ZX. Mazda even had the nerve to invoke the beloved 240Z in the original ads for the RX-7.

Mazda in those days was heavily invested into Wankel/Rotary engine technology so it was a natural that the light, compact, and powerful engine would find a home in Madza's new sports car. It gave near V-8 performance and a lofty redline, but it also saddled the car with V-8 fuel economy levels.

\*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)<sup>®</sup> 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.

No matter, it was what enthusiasts had been clamoring for. Affordable, quick, and well-built, Mazda dealers were played the game that Datsun dealers had a decade before. Few RX-7s left dealer lots at anything near sticker price. GS cars were more heavily optioned and could be had with automatic and air conditioning. There were few changes (and few color choices) for the first several years, with the 100-hp 12-A version of the Rotary being the only engine available. It was enough to give the lightweight car more than adequate performance for the day.

Updated bumpers and tail lamps appeared along with different alloy wheel choices in 1981 and the GSL package which added disc brakes at all four wheels. In 1984, the 13-B Rotary became available as part of the ultimate GSL-SE package making it the quickest of the first generation cars.

Mazda RX-7s have yet to catch on the way the Datsun 240Z, which means that nice examples can still be found quite reasonably. Some fears (not totally unjustified) among collectors exist of worn out rotor tip (apex) seals and a lack of mechanics with enough familiarity to address engine problems, but a healthy first-gen car is a delightful basic sports car.

**Body styles**

2dr Coupe

**Engine types**

2-cyl. 1146cc/106hp Rotary  
4bbl

**1979-1985 Mazda RX-7 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$59,325</b>	<b>\$2,317</b>	<b>\$16,800</b>	<b>262</b>

**Equipment**

**Standard Equipment**

Active (Manual) Belts

**Additional Info**

- Drive Type: RWD
- Front Tire Size Code: U
- Front Tire Size: Unknown
- Manufacturer Code: C134
- Manufacturer MSRP: 10945
- Market Segmentation: Compact Sport
- Shipping Weight: 2325
- Wheel Base Longest - Inches: 95.3
- Wheel Base Shortest - Inches: 95.3

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## 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.