

FOR SALE: 1993 Mazda Rx-7 – Touring Edition

History: This is a Two owner car. Sold to me from the original owner who bought it new from North Shore Mazda in Vancouver BC. I acquired the car in 2007. This is an original Canadian Spec Touring Edition 1993 Rx-7. The Canadian Spec has similar options to the euro models that includes the large rear washer tank with headlight squirter, to accompany hood and hatch squirter. The Speedo also reads out to 280km/hr. Originally the car was Montego blue in color.

The car has never been in any collisions to my knowledge. I feel confident in that statement as the car was fully stripped in order to do the full color change. The vehicle has no rust.

The swap/build took a total of 3 years to complete.
In every scenario I only considered the best possible swap parts in order to keep an OEM appearance to the swap.

Engine Bay- cleaning, wire tucking, shaving, painting took place in the fall of 2013.

Engine was swapped in and running middle of 2014.

Paint and exterior and Interior work finished by summer of 2015

Modifications:

Engine Bay -

A total of 150 hrs was spent wire tucking, shaving, and painting the engine bay.
Brake lines are tucked and hidden
Fuse boxes hidden under drivers side headlight bucket
Battery relocated under passenger side headlight bucket.

Motor – The engine is an LS 376/480 crate motor. Purchased new from Jeggs in March of 2014. The engine as the numbers suggest displace 376ci and puts out 480hp as it has the ‘hot cam’ option. The engine is controlled by the LS 367/480 Engine control unit and complete harness. An OEM GMPP controller pre-configured to this motor. p/n 809-19301358. This converts the car to drive by wire for the throttle body. The accessory package on the front of the engine is a Cadillac CTSV orientation.

The subframe is a Samberg unit, powdercoated to match the engine bay in federal grey. The motor is mounted using C6 corvette engine mounts.

The radiator and fans are from Samberg, V-mounted in the nose of the car which also includes their carbon fiber ‘corvette style’ KN filter cold air intake.

Mounted in front of the radiator is the condenser for the fully functioning AC. A halfspec kit, this is the best plug and play option for running ICE cold AC from an LS motor in an Rx-7.

Drivetrain -

The Transmission is a Tremec T56 Magnum. For those unfamiliar, this is the transmission run by Camaro and Mustang owners looking for a stronger driveline in boosted applications. It is rated to handle 700hp/700tq. Way overbuilt for this application, or as I like to think, built to last. Purchased new from NorCal motor works this Magnum has the 2.66 gearset. The trans is mounted to the chassis with a Federal Grey powdercoated Samberg Trans mount

The transmission is mated to the engine with an LS1/Fbody aluminum bellhousing. The clutch and flywheel are OEM C6 Z06. Allows for cheap replacement parts that are easily obtainable but able to hold the power of the motor. Willwood Slave cylinder

The driveshaft is a fully balanced aluminum unit from West Coast Powertrain in British Columbia.

Differential: Remains OEM Mazda. 3.9 gear set. From the research I could find prior to the swap this power level is likely on the edge of what the OEM diff can handle (roughly 360-390 wheel torque). I have run into no issues with it after 2 years of street driving. However I do not launch the car so I don't know how long it would last with that kind of abuse. The diff is held in place with a Samberg Diff brace and Mount. Also powdercoated Federal Grey.

Suspension -

Stance GR+ coilovers

12K Front and 12K rear springs.

Full Superpro Urethane bushing set – Includes all control arms, differential, steering rack.

Brakes – (mostly OEM affair)

Brembo OEM blank rotors at all 4 corners

Hawk HPS pads at all 4 corners

Sakebomb garage stainless braided brake lines

Exterior –

Wheels - TE37SL black edition

18x9.5 front – (+22) offset 245 tires

18x10.5 rear – (+18) offset 265 tires

Front Bumper – Vertex Ridge

Fenders – Sanai

Sideskirts Sanai

Rear spats – Sanai

Diffuser – Re-amemiya

Headlights – Crystal Housings with Rize Japan LED bulbs

Turn signals – URAS with black housings

99 Spec JDM tail lights

Splitter and side skirt trays from ABS plastic

Full Color change to GM cybermettalic grey. Including sills, hatch, under hood etc.

Interior -

- OEM Red Recaro seats with tilt rails. No tears, No rips. Some clear coat splits on the back. EHS upholstery custom side bolster protectors

- Nardi OEM steering wheel

Fully functioning OEM dash – motor was tapped with mazda senders to keep all gauges operating as original

- Brand new heater core – caught the original seeping and replaced before it blew

- Sikky T56 magnum shifter. Mounts into OEM position and accepts OEM shift knob

- Removed Bose wave and replaced with Non-bose R1 carpet and Non-bose hatch cover

-JDM armrest

-The fuse box and ECM for the engine are mounted up under the glovebox as a result the back of the glovebox has been carved out. You can still keep papers and a phone or ipod in the glovebox but otherwise it is of limited use.

- The rest of the black OEM interior is complete. Bins have not been repurposed to hold the battery

I truly love this car, I never thought I would ever sell it. There is nothing I don't like about it. I just have been thinking lately that I am looking for 'more' out of my car. Things like more trunk space, a back seat, twin clutch trans, and modern amenities. I'm in the search for a low mile Deep Blue Pearl GTR MY 2013 or newer.

I honestly feel you won't find a more complete LS swapped FD on the market. That being said the exterior components need to be your 'style' to justify my price.

The car comes with two OEM keys. All receipts in a large binder. Any and all High res pictures that I have on file.

I am also including the book Mazda Rx-7: Mazdas legendary Sportscar by Jack Yamaguchi and several FD Hyper Rev issues and any import tuner or modified mags from the last 10 years that featured an Rx-7

\$38,000USD

\$49,000CAD