November 2009

For Sale:
1988-89 Mazda 323 GTX
165,8XX mi
Turbo All Wheel Drive

Finally! Here is your chance to buy this car.
Asking price: $2850

Please know, you will not be allowed to test drive the car without cash in hand.
Offers welcome, but serious offers only please, I do not have a lot of free time, and time wasters will be treated accordingly. I have any more photos.

A rare find to be sure, the Mazda 323GTX had a limited production run in the North American market of just 1,265 cars. It was produced and sold specifically to meet rally racing homologation requirements of the time, and Mazda lost money on each retail unit sold. At the time (back in '88-'89) they were comparatively expensive (I think about 16k). This car has been used as a daily driver since the day I bought it about 4 years ago. I bought it from a collector in the SF bay area who had 2 other GTXs (as well as a 2004 STi and a 2005Evo MR).

The car costs me $28/month to insure.
The last time I kept track I was getting about 27mpg on the highway. (Trips to Portland and back, and I feel this would improve with a tune-up)
The car is currently registered and insured to me, and until last week (when I bought a new car) was used as my daily driver.
I will do my best to include every detail I know about the car. The car is sold as is, please keep in mind the car is 20years old.

It's been an exceptionally reliable car that's required very little maintenance.
All fluids are changed regularly.
All fluids are synthetic.
Castrol GTX Synthetic oil in motor.
Synthetic brake fluid
Synthetic gear oil in manual box
Synthetic fluid in rear diff

The 5^{th} gear is from a manual Mazda 626, making 5^{th} gear taller than stock, and hence making the car much more fuel efficient and drivable on the highway.

Engine:
Push-button start
HKS intake

HKS exhaust
PSI tuning ECU (12psi max boost) (stock ECU also included)
Bosch blow off valve
Remote oil filter (huge and common oil filter, increases oil volume by 1qt also aids oil cooling)
Battery relocated to trunk
Battery cut-off switch
Large Front mount intercooler
Hybrid Turbo (VJ11/14/16/20) (information on turbo posted below)
Large (6mm?) Megacore plug wires
HKS Turbo Timer
Manual dash switch for radiator fan

Suspension:
Front strut tower brace
Coilover shocks at all four corners
Front camber plates
Large sway bars with poly bushings (front and rear)
Mazdaspeed rear limited slip differential
Factory push-button locking center differential

Stock 14" wheels with Winterforce studless snow tires are on the vehicle
Also included: (4) [4 x 114.3 (or) 4 x 100] 15" Enkei F1 wheeels (with appropriate hub centering rings) (curb rash one of the wheels, pictured)

Brakes:
4-wheel disc
Front cross-drilled rotors
Stainless braided lines at all corners
Synthetic fluid

Factory Recaro Seats (adjustable bolsters on driver's seat
MOMO steering wheel
HKS boost gauge located on A-pillar

Box of media included with purchase, including: Mazda shop manual, owner's manuals, various magazines which featured the GTX, various receipts & other owner's manuals.
Stereo included (CD player with iPod/Mp3/aux input) (input cable plugged in & included)

As stated the car runs and drives great. It does have some known issues though, and are stated as follows:

-Front right wheel bearing needs to be replaced (sooner than later, bearing included in sale)

-Rear defrost isn't working

-Front left CV boot was replaced with a split boot (totally fine, but not what I would call a long-term fix)

-3rd gear synchromesh grinds a bit (it has been doing it for some time, and I can shift it every time without it grinding, but at some point it should be addressed, or not)

-A coolant hose had a small hole in it. I did a temporary fix with electrical tape and zip-ties, but it should be replaced. The coolant has been diluted with water due to the slow leak created by the small hole (it took me a while to track it down). Drain it and replace with anti-freeze before winter! (A new freeze plug is included; this should be replaced at the same time).

-Needs a tune-up (fuel filter was replaced 5k ago, but could use to have the injectors cleaned, distributor cleaned, brakes bled, etc… routine maintenance things. Nothing pressing (with the exception of the front right wheel bearing), just needs a bit of TLC.

-The entire car has minimal, if any, rust. Any rust it does have is surface rust. The paint is very tired, and is oxidizing on the roof. Originally the car was silver, it was painted green by the previous owner.

Here are some helpful sites:

http://www.roadraceengineering.com/323BuyersGuide.htm

http://www.modified.com/projectcars/0101scc_mazda_323_gtx_part_4/index.html

http://www.examiner.com/x-11011-LA-New-Classics-Car-Examiner~y2009m6d27-Hatch-Attack-198889-Mazda-323-GTX

http://www.rx7.org/Robinette/mastercylinder929.htm

http://323gtx.homestead.com/brakes.html

http://www.dustdevilsracing.com/how_to/929mc/howto929mc_001.htm

http://autos.groups.yahoo.com/group/323gtx/

Here is some specific information on the turbo ;

To be specific, the big turbo I run is a VJ16 modified to fit the compressor from a Ford Thunderbird turbo--best of both worlds.

This is some cut and paste info on the VJ11/14/16/20 series turbos.

The VJ20 and the VJ11 both have the same compressor spec, but the VJ11 has a larger turbine housing. The VJ14 has both a smaller turbine housing and smaller compressor wheel than the VJ20. Please see the specs listed below:
VJ11 - 5200IIKP20NR5BRL3911EZ
VJ16 - 5200IIP15 BRL3911EZ
VJ14 - 5200IIMP12NR5BRKL3711EZ
VJ20 - 5200IIUP15NRBRUL3911EZ

The VJ11 turbocharger has a 5200IIP20 turbine housing and a BRL3911 compressor. The VJ16 has a 5200IIP15 turbine housing and a BRL3911 compressor. Therefore, the VJ16 will spool up faster than the VJ11 because of the slightly smaller turbine housing, but it will also give you higher turbine inlet pressure than the VJ11. The compressors are the same for both.

Based upon past experience I would definitely use the VJ16 with the smaller turbine housing, 5200IIP15. Back in 1987 we were the OEM supplier to Ford on the Thunderbird Turbo Coupe. That was a 2.3L engine rated at around 195 HP and boost came in at 2000 rpm and oddly enough, that application used the 5200IIP20 turbine housing.

This is from a list member and the responses are from IHI USA.
So when I looked at my VJ11 (hybrid) compressor it is indeed larger looking but shares the same spec as the VJ20. So the swap is out for the time being. Interesting that the hybrid we are using has the same compressor specs (cold side) as the VJ16 but not the benefit of a better turbine (hot) housing for faster spool up. The hot side of the VJ20 is although different from the VJ14