

# HAGERTY VEHICLE VALUATION REPORT

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## 1993 Mazda RX-7

2dr Coupe 2-cyl. 1308cc/255hp Rotary MPFI

**\$39,300** Avg Value\*

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Hagerty Valuation Tools® uses vehicle values from our own independently published [Hagerty Price Guide](#), a respected and definitive resource for post-war cars and trucks. To determine this value, Hagerty analyzes sources including auctions, dealer sales and peer-to-peer sales. We also note condition, history, optional equipment, quality of restoration, degree of documentation, and sales venue, just to name a few.

Also incorporated into vehicle values are inventory, demand, recent trends of similar vehicles, movement within related market segments, and general directions of the vehicle market overall.

This report is an up-to-date and accurate representation of data currently available for the vehicle(s) requested.

*\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty Insurance 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 Hagerty Insurance policy, please call us at 877-922-9701.*

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# MODEL OVERVIEW

Mazda fully embraced Wankel rotary engine technology way back in the 1960s, but it wasn't until the RX-7 of 1978 that they really got it right, and it's the RX-7 that is most fondly remembered in the world of rotary-powered cars. The first generation SA/FB RX-7 was a relatively humble car despite its novel engine, and the second generation FC was similarly somewhat basic, although an optional turbocharged model was added to the mix. The third and final generation FD RX-7, however, was an entirely different car. It was more exotic both in its look and in the technology under the hood. It was also more expensive and sold in far fewer quantities. From 1978-90, about three-quarters of a million RX-7s had been built, but there were less than 70,000 FD RX-7s built from 1991-2002.

Aside from its gorgeous rounded bodywork which was arguably one of the most attractive automobile bodies of the decade, the big news for the third generation RX-7 was under the hood. A new version of the 1.3-liter 13B rotary engine (called the 13B-REW) was now twin turbocharged with a particularly complicated system in which one turbo provided boost from 1800 rpm while the second turbo, though pre-spooled, waited to come on until 4000 rpm. The goal was to provide a wide torque curve for the otherwise peaky rotary engine. This worked reasonably well, but under hard driving and in the middle of corner, such a big jump in power made the RX-7 a bit of a handful.

U.S. models included base, Touring and "R1". The RX-7 Touring came with a sunroof, fog lights, leather upholstery, Bose Acoustic Wave audio and a rear window wiper, while the R1 model came with stiffer suspension, an additional oil cooler, a strut tower brace, spoilers, special upholstery and Z-rated tires. The Touring model was eventually replaced by a Popular Equipment Package (PEP) and the R1 became the R2. The twin-turbo RX-7 was relatively light at about 2,800 pounds, had nearly 50:50 weight distribution and came with a limited-slip diff. 0-60 mph came in the five-second range, so even though it cost well over \$30,000 and had a Mazda badge, it could hang with most other cars in its price point.

Even so, the FD RX-7 was certainly not without its problems. Aside from the usual rotary issues like apex seal failures, oil consumption and muscle car-like fuel economy (17 mpg in the city is common), the sheer complexity of the car's powertrain that made it a technical marvel when it was introduced eventually became a headache for owners. Heat in the engine bay was a common issue, with underhood temperatures getting so high that the vacuum- and pressure-operated hoses that ran the sequential turbo system would harden and crack. This has led many people to convert their RX-7s to a single turbo, removing the turbo control system that was so prone to failure. The result is more noticeable turbo lag, but many enthusiasts feel that the added simplicity and reliability under the hood is worth it.

The RX-7 only lasted until 1995 in the U.S. market and less than 15,000 were sold here. It was a hard sell since, even though it was gorgeous, it was expensive and overly complicated, and it quickly gained a reputation for being fragile. The lack of qualified mechanics to service these cars didn't help matters, either, and the unfavorable exchange rate that plagued all high-performance Japanese cars at the time pushed RX-7 prices towards \$40,000 by 1995. Today, people shopping for one of these cars should be particularly careful and particularly patient, as they are fairly rare and over the years plenty of them have been track day toys or drift cars. A compression test on the engine is a good idea, and buyers should not be wary of cars converted to a single turbo, provided the work was done professionally. A sound, well-kept example is worth

the wait, though, as the final RX-7s are very well balanced and fun cars with a unique exhaust note as the revs approach an 8000 rpm redline.

**BODY STYLES:**

2dr Coupe

**SPECIFICATIONS:**

Curb Weight: not available

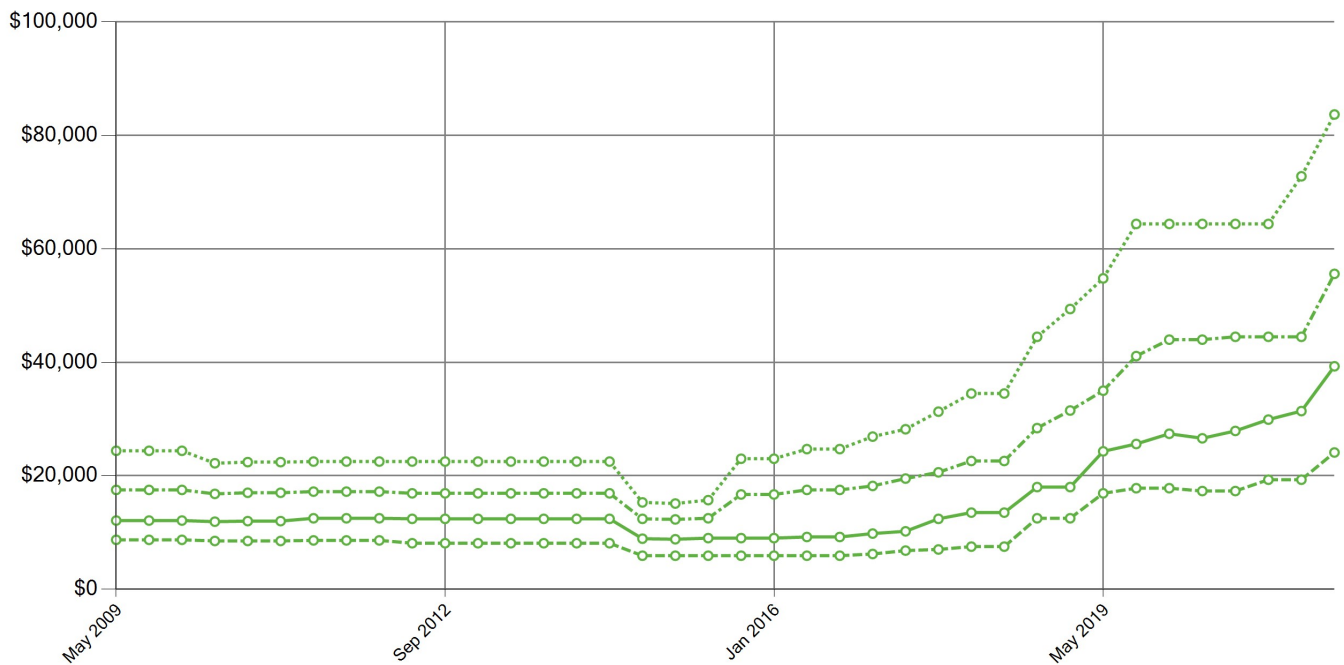
Length: not available

Wheelbase: not available

**ENGINES:**

2-cyl. 1308cc/255hp Rotary MPFI

# CURRENT & HISTORICAL VALUES



Prices assumes that no major modifications to the vehicle are present.

## #1 Concours ..... \$83,700

Condition #1 vehicles are the best in the world. The visual image is of 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. The one word description for #1 vehicles is "concours."

## #2 Excellent ----- \$55,600

#2 vehicles could win a local or regional show. They can 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 not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

## #3 Good \_\_\_\_\_ \$39,300

#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 a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

## #4 Fair ----- \$24,100

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

# CURRENT & HISTORICAL VALUES

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Sep 2021	\$24,100	\$39,300	\$55,600	\$83,700	+8% for R1 Package, +5% for touring package
May 2021	\$19,300	\$31,400	\$44,500	\$72,800	
Jan 2021	\$19,300	\$29,900	\$44,500	\$64,400	
Sep 2020	\$17,300	\$27,900	\$44,500	\$64,400	
May 2020	\$17,300	\$26,600	\$44,000	\$64,400	
Jan 2020	\$17,800	\$27,400	\$44,000	\$64,400	
Sep 2019	\$17,800	\$25,600	\$41,100	\$64,400	
May 2019	\$16,900	\$24,300	\$35,000	\$54,800	
Jan 2019	\$12,500	\$18,000	\$31,500	\$49,400	
Sep 2018	\$12,500	\$18,000	\$28,400	\$44,500	
May 2018	\$7,500	\$13,500	\$22,600	\$34,500	
Jan 2018	\$7,500	\$13,500	\$22,600	\$34,500	
Sep 2017	\$7,000	\$12,400	\$20,600	\$31,300	
May 2017	\$6,800	\$10,200	\$19,500	\$28,200	
Jan 2017	\$6,200	\$9,800	\$18,200	\$26,900	
Sep 2016	\$5,900	\$9,200	\$17,500	\$24,700	
May 2016	\$5,900	\$9,200	\$17,500	\$24,700	
Jan 2016	\$5,900	\$9,000	\$16,700	\$23,000	
Sep 2015	\$5,900	\$9,000	\$16,700	\$23,000	
May 2015	\$5,900	\$9,000	\$12,500	\$15,700	
Jan 2015	\$5,900	\$8,800	\$12,300	\$15,100	
Sep 2014	\$5,900	\$8,900	\$12,400	\$15,300	
May 2014	\$8,100	\$12,400	\$16,900	\$22,500	
Jan 2014	\$8,100	\$12,400	\$16,900	\$22,500	
Sep 2013	\$8,100	\$12,400	\$16,900	\$22,500	
May 2013	\$8,100	\$12,400	\$16,900	\$22,500	
Jan 2013	\$8,100	\$12,400	\$16,900	\$22,500	
Sep 2012	\$8,100	\$12,400	\$16,900	\$22,500	
May 2012	\$8,100	\$12,400	\$16,900	\$22,500	
Jan 2012	\$8,600	\$12,500	\$17,200	\$22,500	
Sep 2011	\$8,600	\$12,500	\$17,200	\$22,500	
May 2011	\$8,600	\$12,500	\$17,200	\$22,500	

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Jan 2011	\$8,500	\$12,000	\$17,000	\$22,400	
Sep 2010	\$8,500	\$12,000	\$17,000	\$22,400	
May 2010	\$8,500	\$11,900	\$16,800	\$22,200	
Jan 2010	\$8,700	\$12,100	\$17,500	\$24,400	
Sep 2009	\$8,700	\$12,100	\$17,500	\$24,400	
May 2009	\$8,700	\$12,100	\$17,500	\$24,400	

Prices assumes that no major modifications to the vehicle are present.

# VIN DECODER

J M 1 F D 3 3 2 0 P 1 0 0 0 0 0 0

J Country: **not available**

M Make: **Mazda**

1 Vehicle Type: **not available**

F Model: **NULL**

D

3 Body Style: **NULL**

3

2 Engine: **2-cyl. 1308cc/255hp Rotary MPFI**

0 Check Digit: **NULL**

P Year: **NULL**

1 Assembly Plant: **NULL**

0

0

0

Serial Number: **NULL**

0

0

0