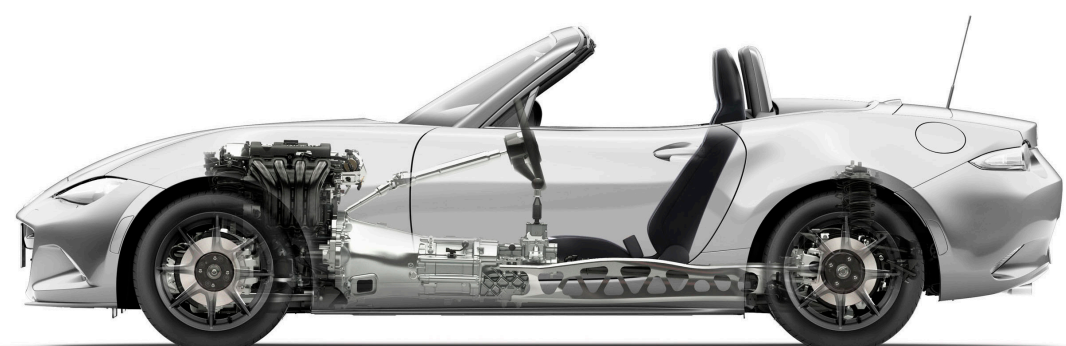


# The fourth generation ND Series – introduced 2015

## MX-5

### ND1 – 2015-2018

- two engines offered: 1.5L and 2.0L
- two transmissions: 6-speed manual (now made by Mazda)  
6-speed automatic with paddle shift
- All new design based heavily on “gram strategy” to keep the entire car as light as possible while:
  - a. meeting all crash testing requirements and
  - b. offering further stiffness to the chassis over the already much-improved NC.



One of the results of this was a car that, while shorter than the NC, is in fact, wider than any previous MX-5. However the internal dimensions were kept small – one result of this is no glove box – a “criticism” that many mention, but does not seem to have stopped anyone buying the car.

Many owners were delighted with the introduction of the ND feeling that it was a worthy return to the MX-5 “purist” roots as some felt the NC had become a bit bloated and unpleasant to drive – it must be said that in the main, these comments were made by people who had not actually driven an NC!

The ND also saw a return to a Mazda-manufactured gearbox in lieu of the Aisan box used in previous six-speeds which, in some cases, had proven a bit “clunky”. While some early issues showed up in the USA with gearboxes in 2.0-litre cars, these were quickly sorted and, by the time the box was released in Australia in late 2015, it has proven very popular and is well known as a *hot knife through butter* change, further enhancing the driveability of the ND.

Two new (for the MX-5) engines were introduced. In the Australian market, the 1.5-litre was initially released in both manual and automatic, then some five or six months later at the end of 2015, the 2.0-litre engine was also offered in both six-speed manual and paddle-shift six-speed automatic.

The 2.0-litre, with some extra power and noticeably extra torque, became the purchase of choice for the majority of buyers but they paid a price – the 1.5-litre engine was/is a far more “revvy” and exciting engine to drive when you are playing in the car. Mazda recognised this and, with the release of the ND2 (see below), the 2.0-litre engine has gone up further in power, torque and importantly, its red line has been raised to match the 1.5-litre.