

## Likes and dislikes

### DESIGN

- ✓ Macho styling
- ✓ Benefits of monocoque construction
- ✓ Easier access and loading
- ✓ Ride height better

✗ Ultimate off-roadability compromised

### POWERTRAIN

- ✓ Engine and transmission well matched
- ✓ Slick high-tech auto 'box
- ✓ Refined operation

✗ Gadgets may be a liability in the bush

### COMFORT AND FEATURES

- ✓ Versatile seating
- ✗ Convenience-feature anomalies
- ✗ Seats not universally liked

### PERFORMANCE AND BRAKING

- ✓ Massive urge
- ✓ Acceptable braking, ABS coming

### FUEL ECONOMY

- ✓ Excellent

### RISE AND HANDLING

- ✓ Comfortable ride
- ✓ Stable
- ✓ Crisper handling

### VALUE FOR MONEY

- ✓ Highly capable on and off road



**Comprehensive toolkit may be insufficient if D1D's high-tech gadgetry packs up in the bush.**

better because they will be equipped with ABS.

In conclusion, the Daimler-Chrysler tie-up with Mitsubishi has put a question mark over the Pajero's continued existence under the Samcor/ Ford banner. Ford's Land Rover acquisition and the possibility of Pajero, Mercedes-Benz's ML range and Chrysler's Jeeps in one stable present intriguing prospects...

### Test summary

Of our chosen rivals, Toyota's Prado ostensibly carries more people, but it's much of a muchness. The new Land Rover Discovery looks an outstanding package, particularly with its Td5 engine, improved ride/handling and better accommodation. Both rivals fall short in performance, though.

Over the long term, the Mitsubishi has clocked up a dedicated following through its essential "rightness" for local conditions. The new model represents a leap in refinement, if a small backward step for out-right off-roading. Perhaps not as luxurious or stylish as some, there is still a comforting can-do feel about the Pajero that earns it our vote.

## Mitsubishi Pajero 3200 DI-D GLS 5-dr AT

★★★★★

### SPECIFICATIONS

#### ENGINE:

Cylinders four in-line  
Fuel supply electronic direct injection, turbocharged and intercooled

Bore/stroke 98.5/105 mm  
Cubic capacity 3 200 cm<sup>3</sup>  
Compression ratio 17.0 to 1  
Valve gear d-o-h-c, four valves per cylinder  
Ignition compression

Main bearings five  
Fuel requirement diesel

#### ENGINE OUTPUT:

Max power ISO (kW) 121  
Power peak (r/min) 3 800  
Max usable r/min 4 250  
Max torque (N.m) 373  
Torque peak (r/min) 2 000

#### TRANSMISSION:

Forward speeds five plus low range  
Low gear 3.79 to 1  
2nd gear 2.06 to 1  
3rd gear 1.42 to 1  
4th gear 1.00 to 1  
Top gear 0.73 to 1  
Reverse gear 3.87 to 1  
Final drive 3.92 to 1  
Low range 1.90 to 1  
Drive wheels rear or permanent 4x4 with lockable centre differential/viscous coupling, lockable rear differential

#### WHEELS AND TYRES:

Road wheels 16x7JJ alloy  
Tyre make Bridgestone Dueler H/T  
Tyre size 265/70 R16 S  
Tyre pressures (front) 200 kPa  
Tyre pressures (rear) 200-220 kPa

#### BRAKES:

Front ventilated disc  
Rear ventilated disc  
Hydraulics dual circuit\*

\*ABS on later models

#### STEERING:

Type rack and pinion, power-assisted  
Lock to lock 4.1 turns  
Turning circle 12.2 metres

#### SUSPENSION:

Front double wishbones, coil springs, anti-roll bar  
Rear multi-link based on double wishbones, coil spring, anti-roll bar

#### CAPACITIES:

Seating 5/7  
Fuel tank 90 litres  
Luggage trunk 544 dm<sup>3</sup>  
Utility space 1 784 dm<sup>3</sup>

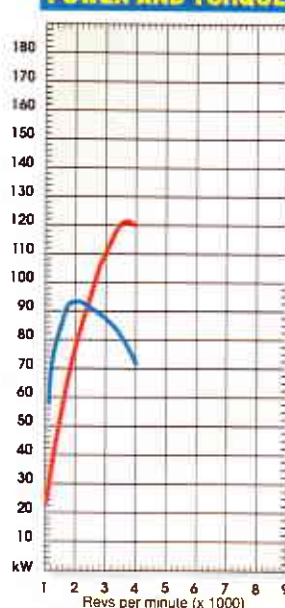
#### WARRANTY AND SERVICE INTERVALS:

3 years or 100 000 km  
Services every 10 000 km (oil change every 5000)

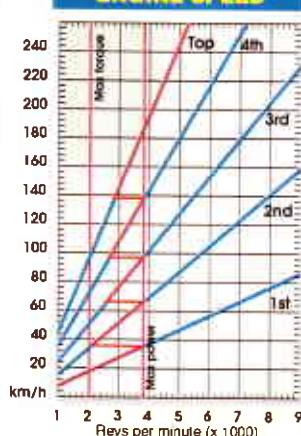
#### TEST CAR FROM:

Samcor, MMI Division

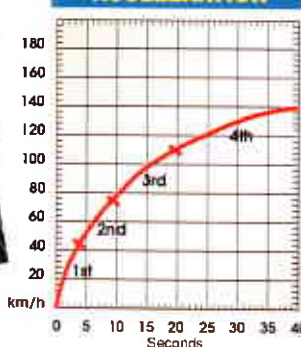
### POWER AND TORQUE



### ENGINE SPEED



### ACCELERATION



### TEST RESULTS

#### MAXIMUM SPEED (km/h):

True speed 175 at 3531 r/min in top gear  
Speedometer reading 187  
(Average of runs both ways on a level road)  
Calibration: 60 80 100 120  
True speed: 57 76 94 113  
Odometer error 3.21 per cent over

#### ACCELERATION (seconds):

0-60 5.05  
0-80 8.38  
0-100 12.82  
0-120 18.53  
1 km sprint 34.16  
Terminal speed 150.4 km/h

#### OVERTAKING ACCELERATION (seconds):

Drive  
40-60 2.51  
60-80 3.54  
80-100 4.96  
100-120 6.72  
120-140 11.24

#### FUEL CONSUMPTION (litres/100 km):

60 6.92  
80 6.55  
100 8.66  
120 10.43  
\*Fuel index 12.13 litres/100 km  
8.24 km/litre  
742 km

#### Estimated tank range

(\*Calculated overall consumption)

#### BRAKING TEST:

##### From 100 km/h (seconds)

Best stop 3.1  
Worst stop 3.7  
Average 3.44

(Measured in seconds with stops from true speeds at 30-second intervals on a good bitumenised surface.)

#### RESERVE POWER (in Drive):

Speed	kW available	kW used
80	80	18
100	65	30
120	60	46
140	36	67

(Because of torque converter action, total kW available cannot be measured.)

#### GEARED SPEEDS

Gear	36*	41
Low gear	36*	41
2nd gear	67*	75
3rd gear	97*	108
4th gear	138*	154
Top gear	188*	211

(Calculated at engine power peak\* - 3 800 r/min and at max. usable r/min - 4 250 r/min)

#### INTERIOR NOISE LEVELS (db, A-weighted):

	Mech	Road
Idling	43	-
60	61	-
80	63	68
100	66	71
120	71	73

#### PERFORMANCE FACTORS:

Power/mass (W/kg) net	55.00
Frontal area (m <sup>2</sup> )	3.48
km/h per 1 000 r/min (top)	49.56
Mass as tested (kg)	2 200

(Calculated on "mass as tested", gross frontal area, gearing and ISO power output)

#### TEST CONDITIONS:

Altitude	at sea level
Weather	fine, hot, light air
Fuel used	diesel
Test car's odometer	1 890

