

1985.5
Intercooled
Mitsubishi Starion
ESI Turbo



You are now cleared for take-off.

All systems are go. Please fasten your seatbelt and prepare to experience new heights in high performance.

Introducing the brand new Intercooled Mitsubishi Starion ESI Turbo.

Advanced ergonomic design has been applied to every aspect of the Starion's aircraft-inspired cockpit. The bucket seats, handsomely upholstered in black buckskin and grey tweed, are superbly accommodating with six-way adjustability. The thick, leather-wrapped steering wheel and pistol-grip shifter fall easily to hand. Every control is logically placed for maximum ease of operation. Complete analog instrumentation, including a turbo boost gauge, keeps you accurately informed of all vital functions.

The new Starion ESI is equipped with variable-assist power steering. Power disc brakes. Power windows. Even power dual remote-control outside mirrors. There's cruise control for less fatigue during open-road driving. And to put the steering wheel right where you want it, the entire steering column is height-adjustable.

The interior environment of the ESI can be controlled precisely with a computerized fully automatic temperature control air conditioning system. You just set the desired level of cooling, heating or ventilation, and it does the rest. The system



Complete and logically arranged analog instrumentation takes the guesswork out of piloting the new Intercooled Starion ESI Turbo.

even chooses the proper air outlet automatically. It's all operated by convenient soft-touch controls, too.

For state-of-the-art audio excellence, the new Starion ESI is no less advanced. It comes with an electronically tuned AM/FM cassette stereo system. With six high-fidelity speakers. There's a sophisticated graphic equalizer. And to top it all off, you can even control the radio with steering-wheel-mounted remote switches.

The ESI literally abounds with convenience features. Like the electronic time and alarm control system. Among its many duties, ETACS II™ reminds you to turn your headlights off. It lets you vary the timing of the intermittent windshield wipers. It even turns off the rear window defogger after a proper interval. The rear window, naturally, has its own wiper and washer.

The list certainly doesn't stop there. The Starion ESI also comes equipped with handy map pockets in both doors. The padded center console features a storage area for holding a number of odds and ends.

Careful attention has also been applied to making it

easier for you and your passengers to enter and leave the car. Innovative, double-pivot hinges enable the doors to swing open considerably farther than the more conventional designs. And the front seat belts are designed to retract snugly into the doors so they stay out of your way.

While the Mitsubishi engineers were designing the Starion's ultra high performance and luxury, they didn't forget its practical

side. Split fold-down rear seats, a removable tonneau cover and built-in tie down straps allow you to carry a wide variety of cargo. After all, being fast, and great-looking doesn't mean a sports machine can't be versatile, too.

The new Mitsubishi Starion ESI Turbo. When it's time to take off, one thing is perfectly clear.

This is absolutely one of the quickest ways to get where you want to be.



The Starion ESI's numerous interior appointments provide first-class comfort and convenience.



An electronically tuned six-speaker AM/FM receiver, an auto-reverse cassette player and a graphic equalizer make for superb sound. Remote touch-tune switches are mounted right in the steering wheel.

High performance has just been redefined. And although you may not find it in Webster's, the word has very definitely hit the streets.

The new Intercooled Mitsubishi Starion ESI Turbo is H-O-T.

This exciting machine's sleek aerodynamic appearance speaks volumes in itself. Extensively wind-tunnel tested, the Starion ESI's styling is as functional as it is striking. Its dramatic wedge shape and new front air dam result in a mere 0.35 drag coefficient.

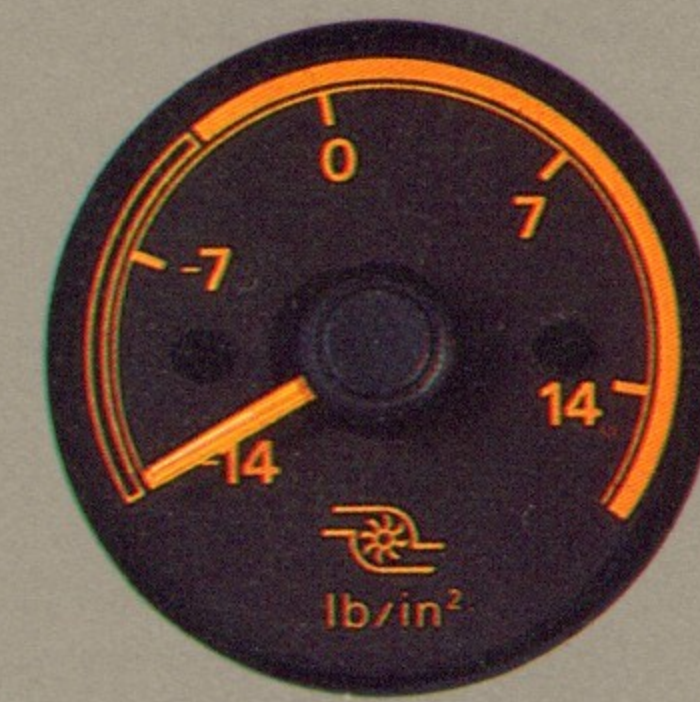
But beneath this beautiful exterior lies a brutish power plant. The Starion has a unique 2.6-liter MCA-Jet™ engine with patented Mitsubishi Dual Engine Stabilizers™ designed to provide superb smoothness. In fact, they work so well, Porsche uses them in their 944 under license from

The all-new Intercooled Mitsubishi Turbocharging System provides loads of hot, eye-opening acceleration.

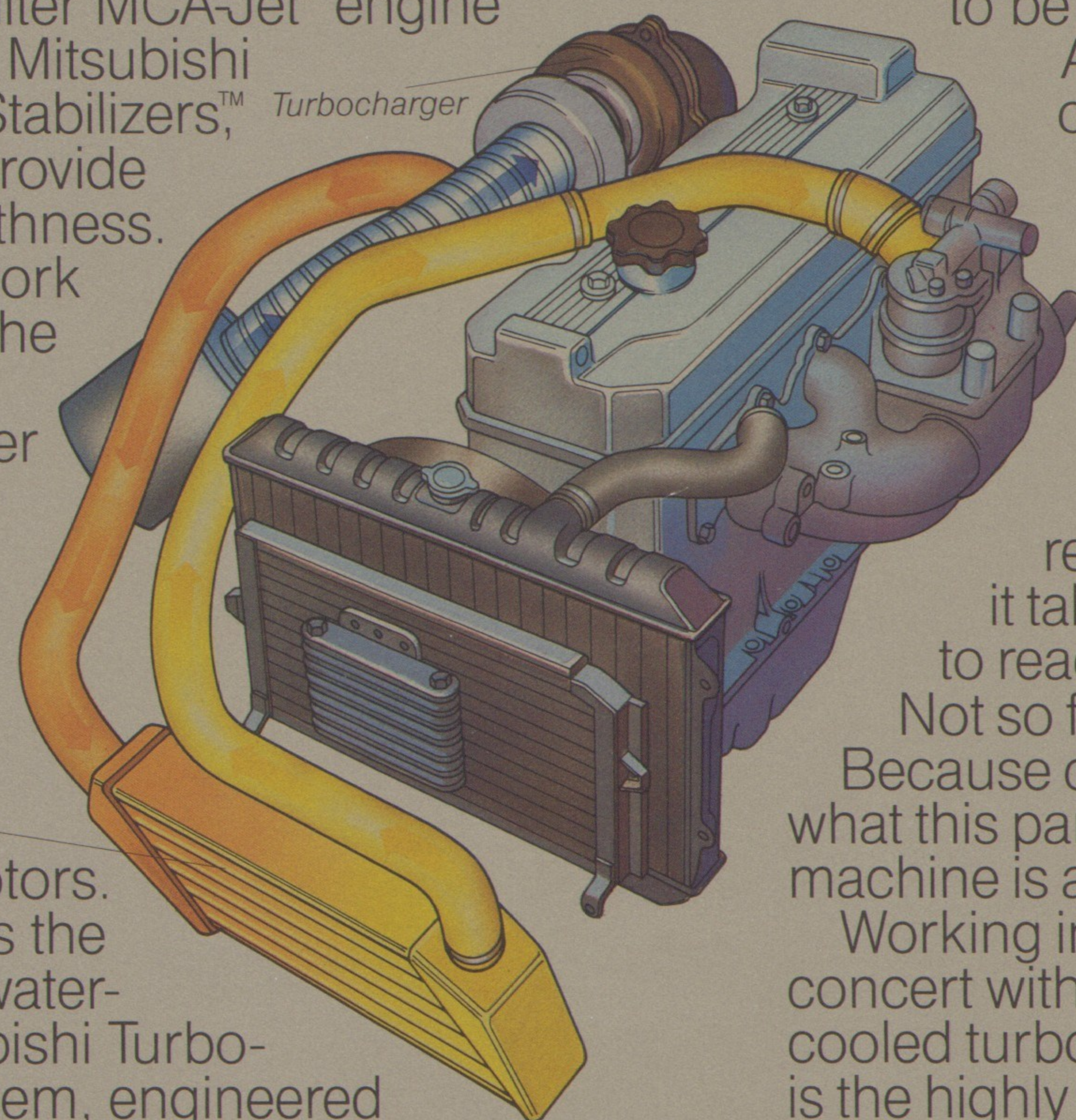
Mitsubishi Motors.

Then there's the remarkable, water-cooled Mitsubishi Turbocharging System, engineered and built to perfectly complement the new Starion ESI's high-output engine.

The turbocharger uses the power of the exhaust gases, normally wasted, to turn a small turbine wheel inside the turbo unit.



A boost gauge keeps you apprised of turbo operation.



A shaft connects the turbine to a compressor wheel in the intake side. The incoming air is thereby compressed, so more air will pack the combustion chamber. And here's where the intercooler comes in.

On its way to the engine, the hot compressed intake air is pushed through the intercooler to substantially reduce its temperature. Cooled air is considerably more dense, so there's more oxygen and fuel to burn in the engine.

The bottom line is loads of additional on-demand horsepower and torque.

Enough to take you where you want to be in one heck of a hurry.

Another distinguishing feature of Mitsubishi turbo units is the unusually low weight and mass of their moving parts.

This allows the turbocharger to react more quickly, for an excellent response. Other, heavier units can be characterized by "turbo lag," and a slower reaction due to the extra time it takes for their wheels and shaft to reach operating speed.

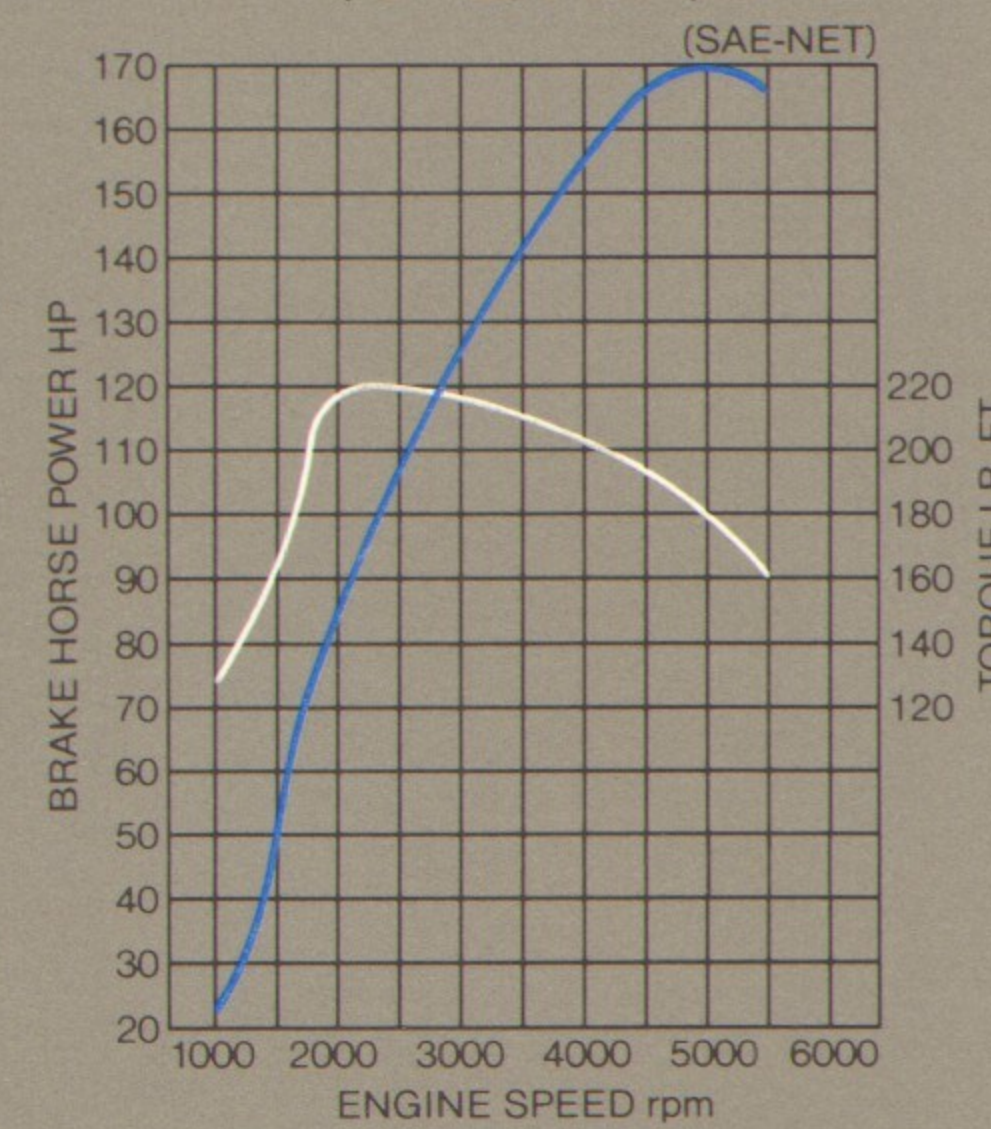
Not so for the Starion ESI Turbo.

Because quick is what this particular machine is all about.

Working in close concert with the intercooled turbocharger is the highly advanced Mitsubishi ECI™ electronically controlled fuel injection system.

The Starion ESI's outstanding power starts early and stays late.

ENGINE PERFORMANCE CURVE
ENGINE TYPE G54B WITH T/C & I/C
(FOR FED. & CALIF.)



● MAX. H. P. 170/5000
● MAX. TORQUE 220/2500

The sophisticated ECI™ micro-computer uses data from a variety of sensors to inject the precise amount of fuel required under most any driving condition. ECI™ and the engine's special three-valve combustion chamber design help ensure that the air/fuel mixture is used to its best potential.

The outstanding power of the Starion ESI is channeled through a smooth five-speed manual overdrive transmission matched to a special heavy-duty clutch. On the other end of the strengthened drive-shaft, a limited-slip differential and beefed-up axle shafts help get all that power to the ground with maximum results.

The new Starion is also equipped with exceptional handling to equal its exceptional power. It rides on a four-wheel independent suspension system, with gas-filled shocks, and stabilizer bars front and rear.

Smooth, consistent stopping is provided by massive, power-assisted and ventilated disc brakes at all wheels. And on those rare occasions when extremely hard braking is required, the innovative Rear Brake Lockup Control System™ is designed to help you keep things straight.

For that most important association between vehicle and road, the Starion ESI features 15-inch, 60-series, V-rated radial tires. They're mounted on fine, machined-surface cast-alloy wheels that are not only good-looking and lightweight, but even help dissipate heat from the disc brakes.

To keep the new Starion ESI looking good, advanced Mitsubishi technology has also been applied to the problem of body



A five-speed manual overdrive transmission gives you a gear for all reasons.

corrosion. After precise welding of top-quality, zinc-plated steel, sections of the body are injected with wax.

Special sealing measures are taken to prevent water absorption, and the whole structure is dipped in primer. Then, specific areas are treated with special types of anti-corrosion materials before painting. Mitsubishi Motors is

so confident in these procedures, each new Starion ESI comes with a standard 5-year/50,000-mile limited warranty against body sheet metal rust-through.**

To help protect the Starion from other kinds of bodily harm, there are color-keyed mudguards at every wheel, as well as handsome, embossed body side moldings.

And because the Starion's list of standard features is so complete, its list of options is quite brief. In fact, an available sunroof that can be adjusted or removed is the only extra decision you're required to make.

5/50

So if you want a car with truly extraordinary performance, style and value, test fly the new Intercooled Starion ESI Turbo.

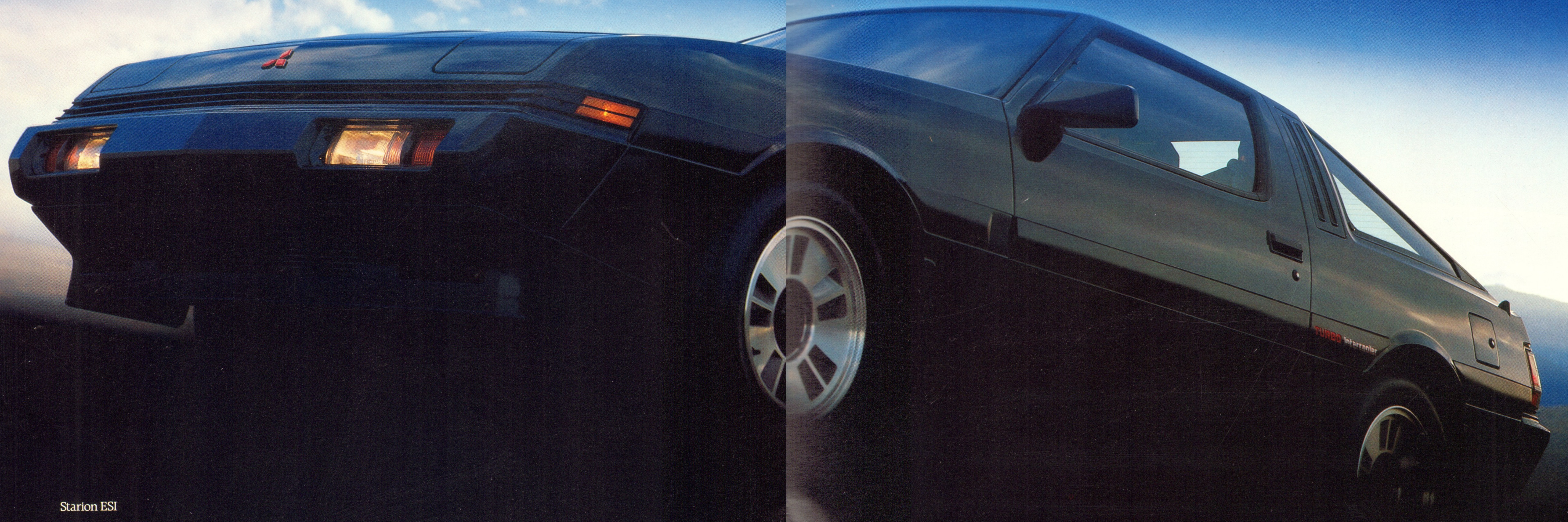
No pilot's license is required.



Wide, embossed body side moldings are not only good-looking, they also help keep parking lots from taking their toll.

**See warranty statement in specifications section.

Proof man was meant to fly.





Takes you where you want to be.™

Features & Options

Standard ●
Optional ○

	STARION ESI
DRIVETRAIN	
2.6-liter, 170-hp intercooled turbo engine	●
Dual Engine Stabilizers™	●
5-speed manual transmission	●
Limited slip differential	●
MECHANICAL/FUNCTIONAL	
15 x 6.5 5-lug machined-surface alloy wheels	●
P215/60VR15 tires, BSW (Yokohama)	●
Power-assisted ventilated 4-wheel disc brakes	●
Rear Brake Lockup Control System™	●
Independent suspension, front & rear	●
Air-to-air Intercooler	●
Oil cooler	●
Maintenance-free battery	●
Transistorized ignition	●
Fully automatic heating/ventilating/air conditioning system w/soft-touch controls	●
Height-adjustable steering column	●
Stabilizer bars, front & rear	●
Cruise control	●
Power-operated windows	●
5-year/50,000 mile Anti-Corrosion Perforation Limited Warranty*	●
EXTERIOR COLORS	
California Red	●
Rocky White	●
Black Metallic	●
EXTERIOR	
Bumper-integrated halogen passing/fog lights	●
Retractable halogen headlights	●
Front air dam	●
Wide protective bodyside moldings	●
Tinted glass	●
Dark upper windshield band	●
Rear window tint band	●
Tilt-up/lift-off sunroof	○
Color-keyed styled mudguards	●
Power remote-control dual mirrors	●
Remote hood, hatch and fuel filler door releases	●
Automatic power antenna	●
INTERIOR	
2-speed wiper/washer w/variable intermittent feature	●
Day/night mirror	●
ETACS II™ (Electronic Time and Alarm Control System)	●
ETR AM/FM stereo & cassette & graphic equalizer w/6 speakers	●
Steering-wheel-mounted, electronic Touch Tune radio controls	●
Analog instrumentation	●
Digital quartz clock	●
Tachometer	●
Tripmeter	●
Ammeter	●
Oil pressure, turbo boost, and coolant temperature gauges	●
Power-assisted steering	●
Leather-wrapped steering wheel	●
Storage console w/armrest pad	●
Full carpeting	●
6-way adjustable front bucket seats	●
Split fold-down rear seat	●
Detachable rear tonneau cover	●
Electric rear window defogger w/timed cycle	●

*Within 5 years or 50,000 miles from the date the vehicle is first delivered or put into use, whichever comes first, MMSA will repair or replace at no charge any body sheet metal panel found to have rust-through due to corrosion in normal use. See your dealer for details.

**Use EPA estimated city MPG for comparison purposes. Your mileage may differ with trip length, speed and weather. The actual highway mileage will probably be less.

Specifications

ENGINE		
No. cylinders, layout	4-cyl., inline	
Bore x stroke, mm (in.)	91.1 x 98 (3.59 x 3.86)	
Displacement, cc (cu. in.)	2555 (156)	
Compression ratio	7.0:1	
Horsepower at rpm	170 at 5000	
Torque at rpm, ft-lbs	220 at 2500	
Engine features include: Single overhead camshaft, Dual Engine Stabilizers,™ MCA-Jet™ combustion chamber design, Mitsubishi intercooled turbocharger w/ECI™ electronically controlled fuel injection, water-cooled turbine bearing housing.		
Emission control system: EGR, air induction, 3-way catalyst w/feedback control.		
TRANSMISSION	5-SPEED O.D. MANUAL	
Gearbox ratios:		
1st	3.369:1	
2nd	2.035:1	
3rd	1.360:1	
4th	1.000:1	
5th	0.856:1	
Reverse	3.578:1	
Final drive ratio	3.545:1	
SUSPENSION		
Front suspension: Independent with struts, coil springs, telescopic shock absorbers, 0.83-in. stabilizer bar.		
Rear suspension: Independent with struts, coil springs, telescopic shock absorbers, 0.71-in. stabilizer bar.		
DIMENSIONS-in./mm.		
Wheelbase	95.9/2435	
Overall length	173.2/4400	
Width	66.8/1698	
Height	50.2/1275	
Track, front	54.9/1395	
Rear	55.1/1400	
Headroom	36.6/930	
Rear	35.4/900	
Shoulder room, front	52.4/1330	
Rear	51.2/1300	
Hip room, front	53.2/1350	
Rear	40.6/1030	
Leg room, front	40.8/1035	
Rear	29.1/740	
CURB WEIGHT		
Starion ESI w/5M	2994/1357	
STEERING		
Type	Recirculating ball w/power assistance	
Steering ratio	14.3:1	
Turns, lock-to-lock	3.0	
Turning circle, curb-to-curb, ft.	31.5	
BRAKES		
Front	Power-assisted ventilated disc	
Rear	Power-assisted ventilated disc	
FUEL SYSTEM		
Type fuel required	unleaded	
Fuel pump type	electric	
Fuel tank capacity, U.S. gal.	19.8	
WHEELS & TIRES		
Wheel:	15 x 6.5 JJ machined cast alloy	
Tire:	P215/60R15 (V-rated)	
FUEL ECONOMY FIGURES**		
	49 States & California	
	Est.	
Model	engine/trans	city/hwy
Starion ESI	2.6/5M	18 23

Technical data, features, options and other equipment shown in this catalog are based on the latest available information at the time of printing and are subject to change without notice. For further information on additional options and accessories, contact your Mitsubishi Motors Dealer. Availability at dealers of vehicles with specific features may vary.

Headlights, parking lights and fog lights on vehicles lighted for illustration purposes only.

Part # 5009. Litho in U.S.A. © 1985 Mitsubishi Motor Sales of America, Inc.

DEZO'S GARAGE

