

# Mitsubishi Cars and Trucks for 1986



# Mitsubishi Ingenuity: Turning thought into technology.

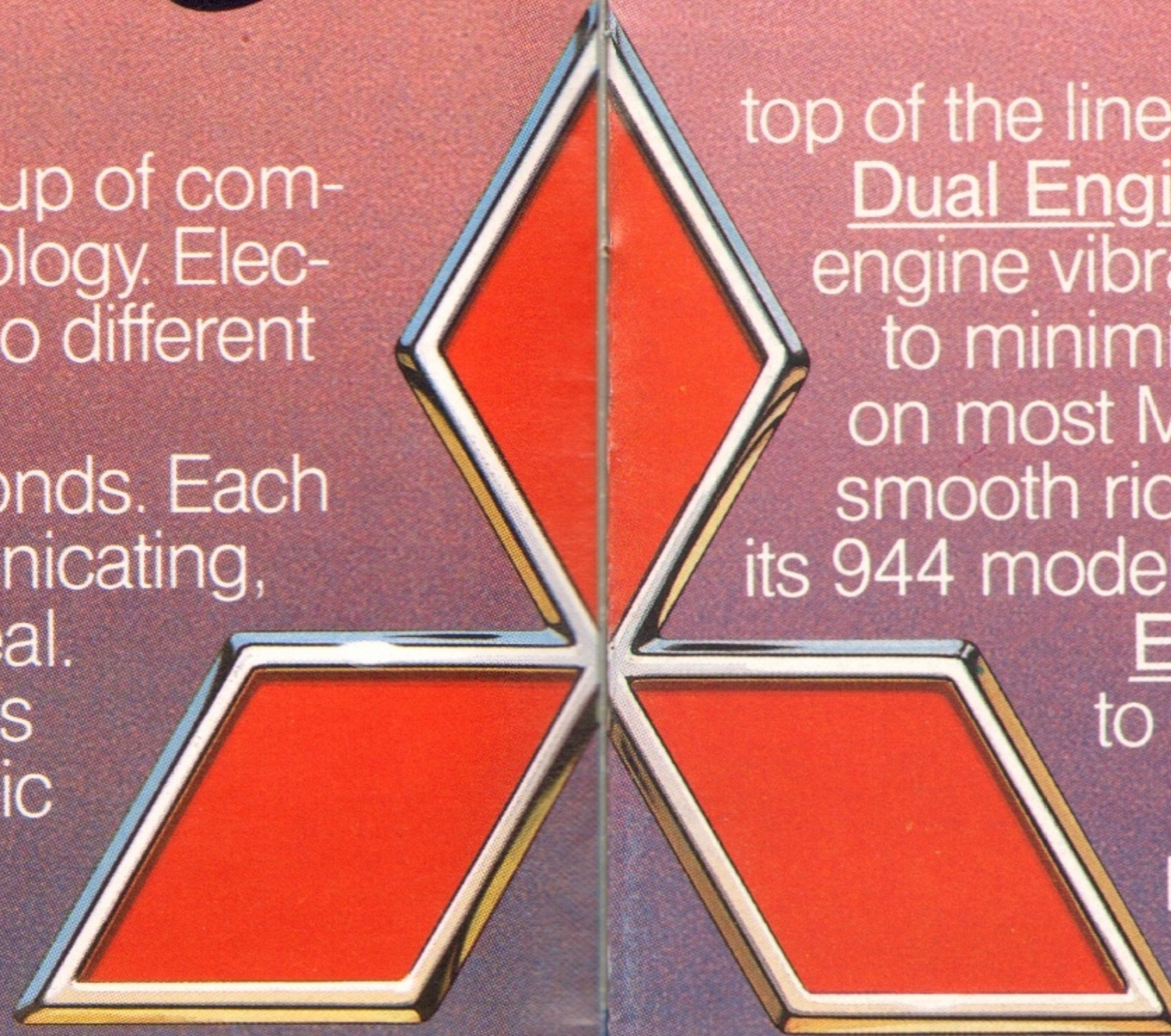
Mitsubishi.

More than automobiles. A highly diverse group of companies on the cutting edge of advanced technology. Electronics. Optics. Metallurgy. Computers. Forty-two different companies. Ideas flowing back and forth.

Consider the Mitsubishi symbol: three diamonds. Each separate, standing alone. Yet touching, communicating, sharing a common center. And a common ideal.

Mitsubishi. Manufacturer of one of the world's most successful private jet aircraft. Aerodynamic technology now being applied to automobiles. Mitsubishi electronics are arguably the most advanced available. Many were developed for Mitsubishi weather and communications satellites.

Turbocharging. Metallurgical and performance data from aircraft engines bring new levels of performance to cars. Lightweight parts result in quick response. Exciting performance. Without a proportionate increase in fuel consumption. Now available on many models, from low-priced Mirage to



top of the line Starion sports car.

Dual Engine Stabilizers™. Advanced research on engine vibration leads to counter-rotating shafts designed to minimize vibration before it leaves the engine. Now on most Mitsubishi models. Result: extraordinarily smooth ride. So good that Porsche decided to use it on its 944 models. Under license from Mitsubishi.

Electronic Ignition System. So ingenious it adjusts to varying altitudes and temperatures.

EPS™ Electronic Power Steering. Varies the power-assist according to road speed rather than engine speed. Results in positive road feel as well as easier parking. Standard on Galant.

Ergonomics. The science of designing a complete environment around the human body. Seats and headrests conform. Height-adjustable steering column puts the wheel where you want it.

We urge you to test drive the Mitsubishi of your choice. Once behind the wheel you will quickly understand why we say Mitsubishi takes you where you want to be.



# Galant. Natürlich.

*Das Goldene Lenkrad*—the Golden Steering Wheel. The German equivalent of Car of the Year. How could Mitsubishi Galant\*, a newcomer to this competition, take top honors in the country famous for brilliant engineering?

Brilliant engineering.

Quite simply, Galant is one of the most technically advanced automobiles ever produced.

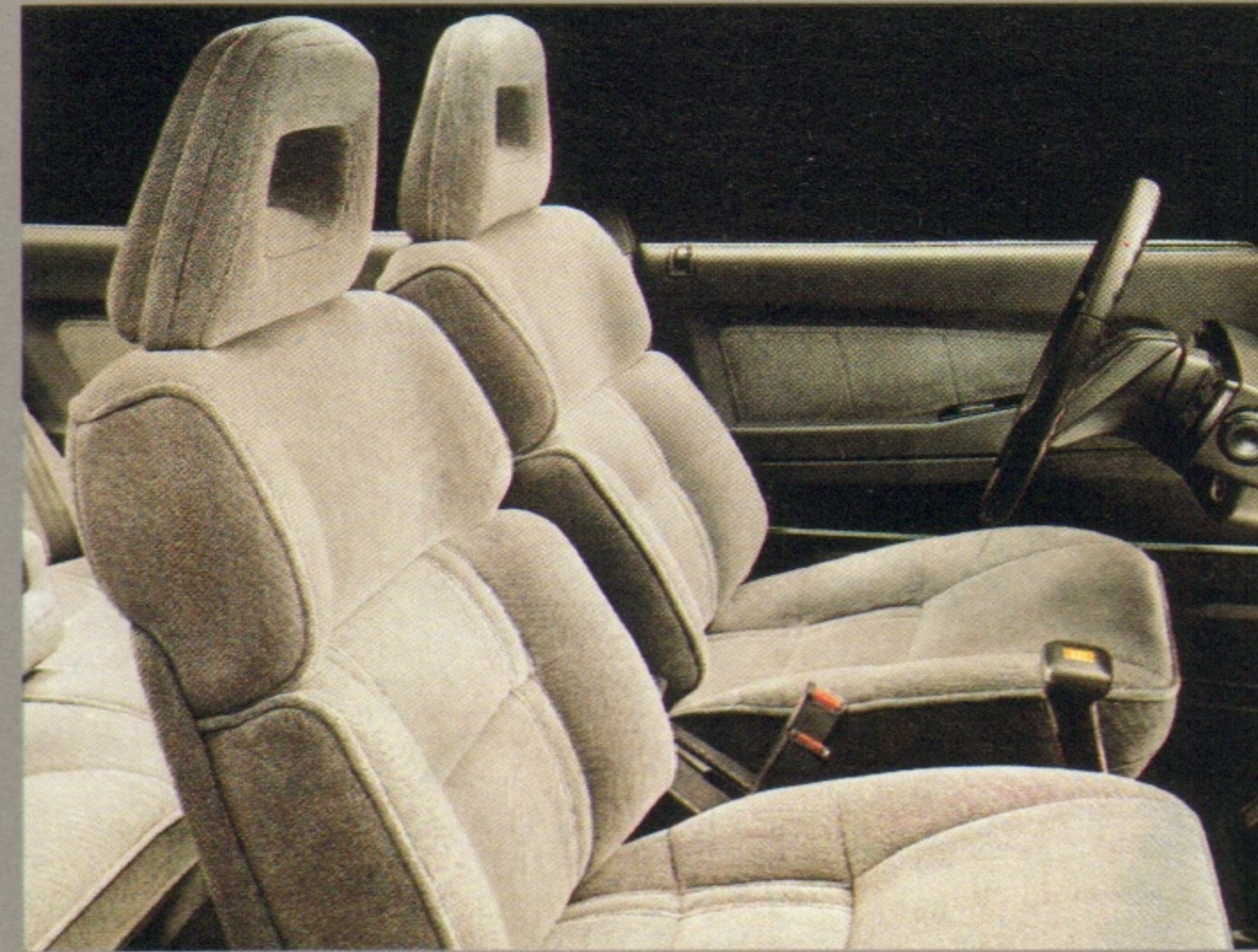
The powerful MCA-Jet™ engine is precisely managed by ECI™ electronic multi-point fuel injection for more acceleration power and better overall response.

Galant's sleek lines, the result of exhaustive wind tunnel testing, yield exceptional aerodynamic efficiency. Its 0.36 coefficient of drag is one of the lowest in the class.

Then there's the available, computerized ECS™ suspension system. It automatically adjusts suspension firmness to suit road

\*For 1985 model.

conditions. Keeps the car level regardless of load. Lowers the ride height at highway speeds for more stability and less wind resistance. And raises it on rough roads for greater compliance.



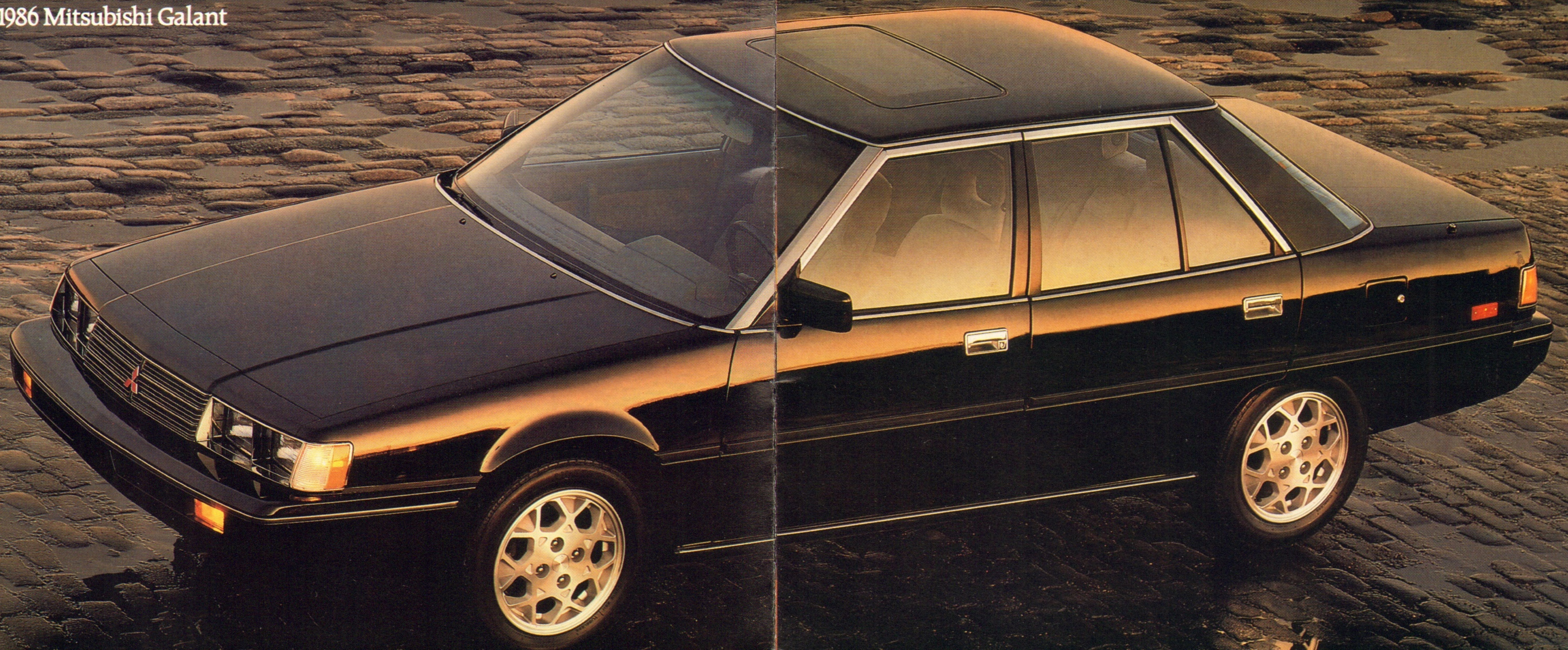
*Galant's interior is a model of luxurious comfort.*

Inside, state-of-the-art ergonomics provides extraordinary comfort. In fact, even the rear seat can be reclined.

The list of wondrous features goes on. And on. So test drive a new Mitsubishi Galant. You'll quickly understand why it's recognized as perhaps the world's most ingeniously engineered luxury sedan.

In any language.

1986 Mitsubishi Galant



# Lose yourself in a Mirage.

The Mitsubishi Mirage is the missing link between economy and fun.

Its smooth, sleek lines are the result of advanced aerodynamic development. With a soft wedge angle, integrated bumpers, aircraft-inspired doors and a side-seamed hood, the Mirage glides through the air at a remarkably low 0.39 drag coefficient.

Inside, your view of the outside is enhanced by the unusually expansive window area. Ingenious



*Mirage L has plenty of roomy comfort for five.*

interior design yields lots of comfort and room for five.

The Mirage is a versatile cargo carrier, too. The handy hatchback and fold-down rear seat give you plenty of hauling capacity.

Under the hood, the Mirage packs a strong MCA-Jet™ engine that's responsive enough to really keep things interesting. And front-wheel drive helps ensure that all the power gets to the ground.

Add a fully independent suspension, rack-and-pinion steering, power-assisted front disc brakes and steel-belted radial tires, and the Mirage can handle the turns with ease.

You can choose the Mirage or Mirage L models. And then there's the Mirage Turbo. It's got the kind of full-on power and handling that'll rivet your attention.

The Mitsubishi Mirage will take you where you want to be with loads of style, comfort and performance. Because at Mitsubishi, we believe that building cars to suit your needs isn't a lost art.

1986 Mitsubishi Mirage Turbo



# Starion. Escape conformity fast.

For 1986, Mitsubishi offers people who go their own way two ways to go: Starion ESI-R and Starion LE. Although they both share unique similarities, these sports cars offer you some delightful differences.

One look at the newly designed Starion ESI-R speaks for itself. What may not be so obvious is the hidden excitement—muscular 2.6 liter, turbocharged, intercooled, fuel injected 176 horsepower engine. Power that takes you from 0-50 in 5.5\* seconds on demand. So put your foot down.

Starion ESI-R handles like the true sports car it is. Its new race

\*(Source: January 1986, Car And Driver Magazine)



*Handsome leather upholstery is available on Starion LE and ESI-R.*

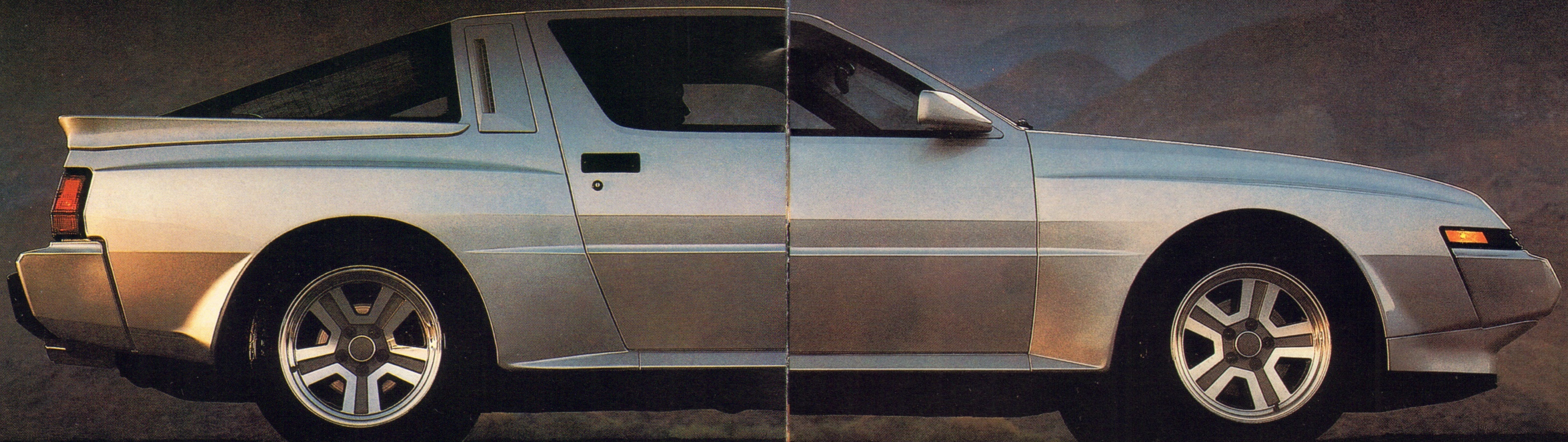
car stance features low profile, high performance tires which are wider in the rear than the front. Plus fully-independent suspension with gas-filled shocks and anti-dive geometry. And huge, 4-wheel, ventilated disc brakes.

The Starion LE is the luxury edition of the two, but Mitsubishi hasn't skimped on performance. With its 145 horsepower turbocharged engine, Starion LE is a true luxury sports car.

Starion LE boasts some notable refinements in 1986: a more aerodynamic shape, automatic spark advance, automatic valve lash adjusters, and upgraded alloy wheels. Refined front bucket seats—adjustable six ways and upholstered in elegant velour. And to compliment the new interior, the headliner and visors are covered in handsome fabric.

Whether ESI-R or LE, you don't see a sports car like Starion everyday. And with so few available you probably won't.

1986 Mitsubishi Starion ESI-R.



# Cordia. Just your style.

If you thought a practical car couldn't look good or perform well, think again. Because the Mitsubishi Cordia L Coupe does all that, and more. A whole lot more, in fact.

Cordia's stylish shape is the result of extensive wind-tunnel testing. So it not only looks great, but it's also very aerodynamically efficient as well.

Underneath that beautiful sheet metal is a strong 2.0-liter MCA-Jet™ engine that channels power into a five-speed manual overdrive transmission. Then front-wheel drive puts it all to the ground. A fully independent suspension system provides excellent handling and a smooth ride, and power-assisted, ventilated front disc brakes help ensure consistent stopping.

And if that's not performance enough, try the Cordia Turbo. Its 1.8-liter turbocharged, fuel-injected engine and fully turbo-tuned suspension will open your eyes in a hurry. And its new

front air dam, side sill extensions, rear spoiler and alloy wheels will turn heads while you're at it.

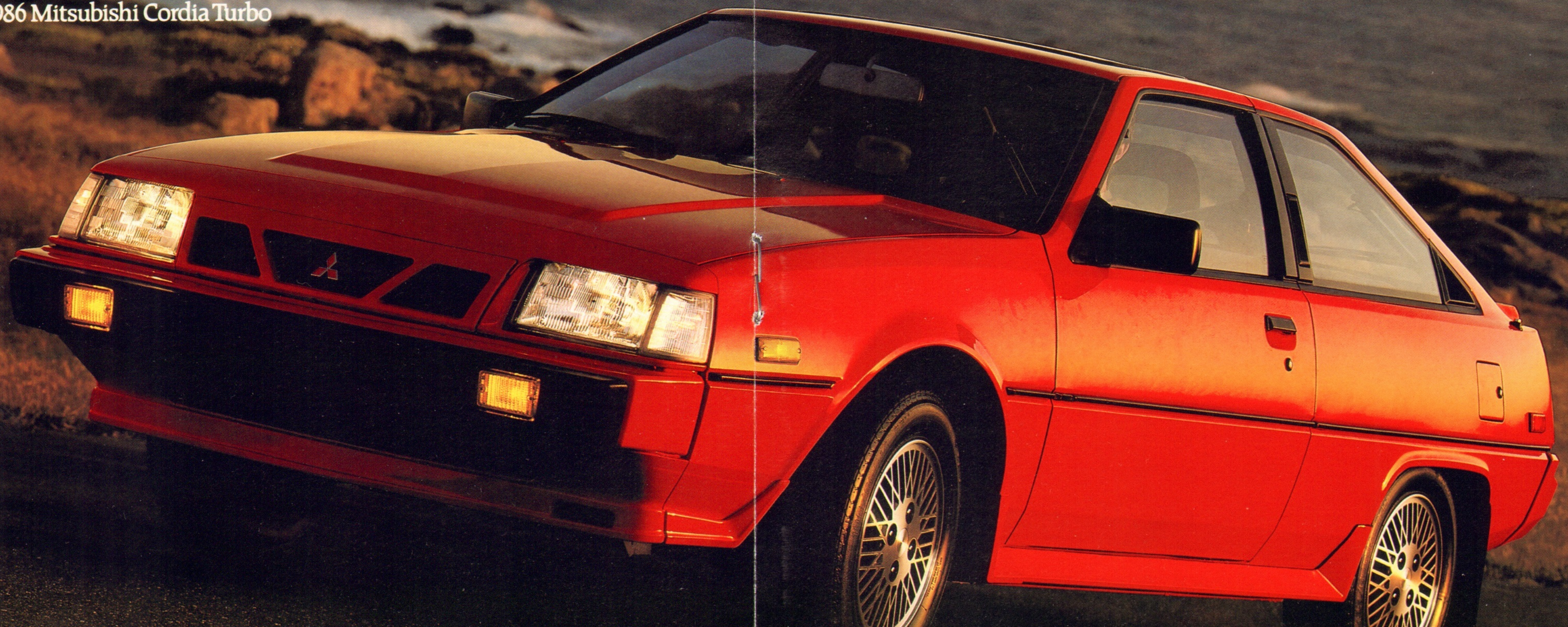
Both the Cordia L and Turbo models offer loads of comfort and convenience. With ergonomic bucket seats and controls. A standard cassette stereo system. Power-assisted steering. Remote control mirrors. And for plenty of cargo versatility, there's split fold-down rear seats and the handy, easy-opening hatchback design.

So test drive a Cordia at your Mitsubishi Motors Dealer. And remember—a car with style, performance and practicality isn't just in your imagination.



*Passengers and cargo happily coexist in Cordia L's interior.*

1986 Mitsubishi Cordia Turbo



# Tredia. Go on a power trip.

If you need a sedan with plenty of room and comfort, and you don't want to sacrifice performance, then the Tredia is the four-door for you.

Tredia is powered by a strong 2.0-liter MCA-Jet™ engine with automatic valve lash adjusters and patented Dual Engine Stabilizers™. It hooks up with a smooth-shifting five-speed manual overdrive transmission and front-wheel drive to produce some high-quality acceleration. Tredia's fully independent sus-



*Tredia's inside provides deluxe accommodations for five.*

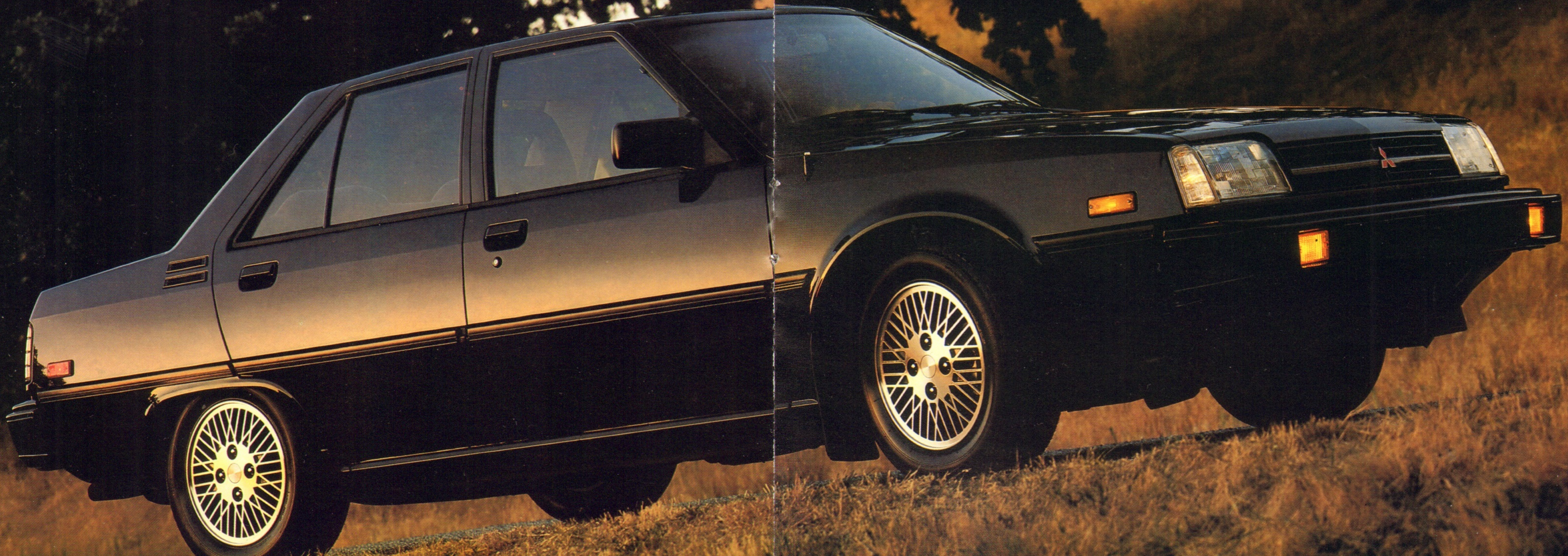
pension system makes for an excellent ride, along with superb handling. And power-assisted, front ventilated disc and rear drum brakes do the stopping chores with consistency.

Inside, there's an ergonomically designed interior that can accommodate five people with ease. And the deep, 11-cubic-foot trunk can carry all sorts of luggage.

For those of you who want a little more show and go, meet the Tredia Turbo. It's got a 1.8-liter turbocharged, fuel-injected engine that will move you and your passengers to new levels of excitement. For precise handling to match, Tredia Turbo comes with firm springs and shocks, stabilizer bars front and rear, and low-profile, road-grabbing radial tires. Mounted on some of the hottest looking cast-alloy wheels available.

So if room and zoom are what you need in a car, try out a Tredia, Tredia L, LS Package or Tredia Turbo.

1986 Mitsubishi Tredia Turbo



# Mighty Tough Choice.

Used to be, if you wanted a truck with loads of value, your decision was simple — Mitsubishi Mighty Max.™ But now there's the Mighty Max Sport, and the new 4WD Mighty Max.

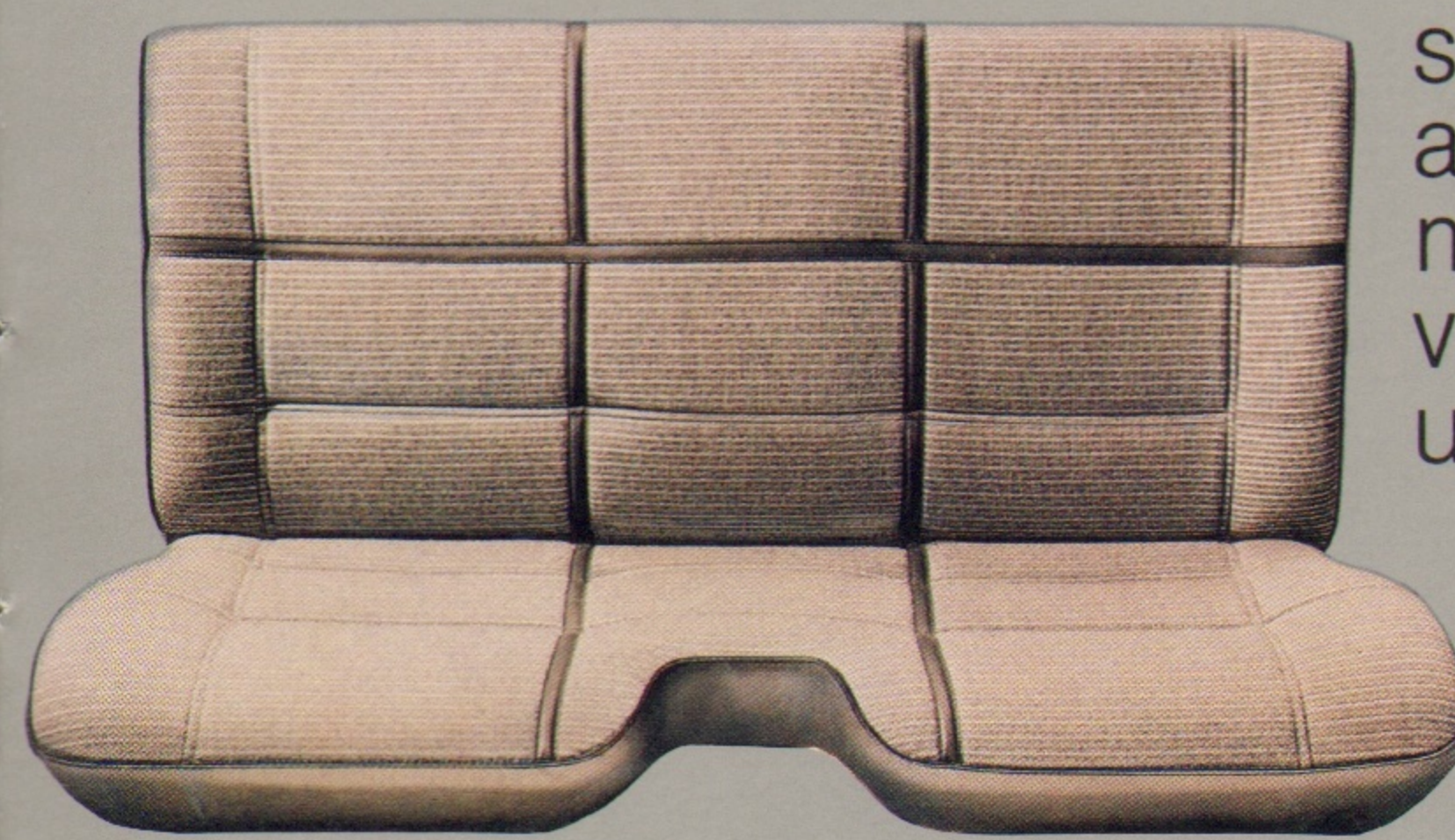
Sure, they've got an awful lot in common. The rugged, six-crossmember frame. Five-speed manual overdrive transmission. Huge 18-gallon fuel tank. Power-assisted front disc brakes.

All three can haul a big payload in the double-wall cargo box, with cargo area light and steel tie-down bars. Inside, there's height-adjustable steering and bi-level heating and ventilation.

But each one has its own special appeal, too.

The Mighty Max 4x4 has a big, 2.6-liter MCA-Jet™ engine, two-speed transfer case, automatic-locking front hubs and gnarly all-terrain radial tires for plenty of off-road fun.

The slick Mighty Max Sport has lots of extras at no extra cost. Like sport wheels, and chrome bumpers on both ends. Body



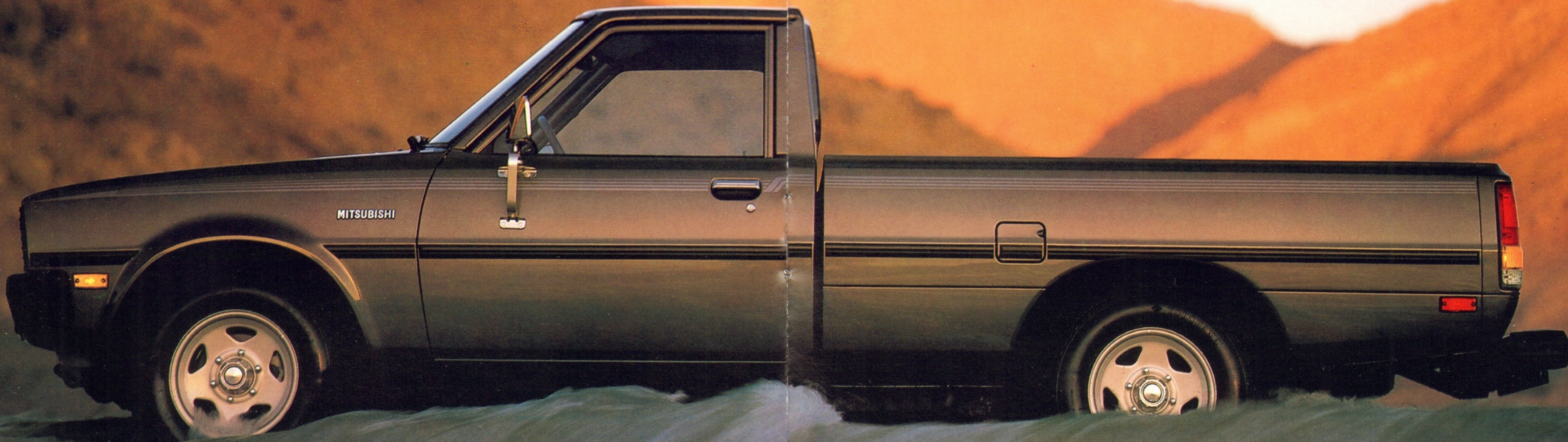
*Every Mighty Max can seat three people in comfort.*

side moldings and stripes accent the sides. Dual western mirrors give you a great rear view, and luxurious tweed upholstery and trim provide good looks inside.

Then there's the original Mighty Max. With such a big list of standard features and such a little price tag, it just blows the competition away.

You can even get one with an available automatic transmission. No matter which of the three Mighty Max pickups you choose, though, there's something you can always be sure of. You got yourself one mighty fine truck.

1986 Mitsubishi Mighty Max Sport





# SPX Trucks. Get a load of good looks.

Rocks, sand, water and mud in endless combination. To handle it all, you need a 4x4 that's tough. And smart.

You need a Mitsubishi 4WD SPX pickup truck.

Ingenious Mitsubishi 4x4 technology is evident in every aspect. The front differential nestles way up in the six-crossmember frame, where rocks can't find it. The front hubs lock automatically. So you don't have to leave your seat to leave the road behind.



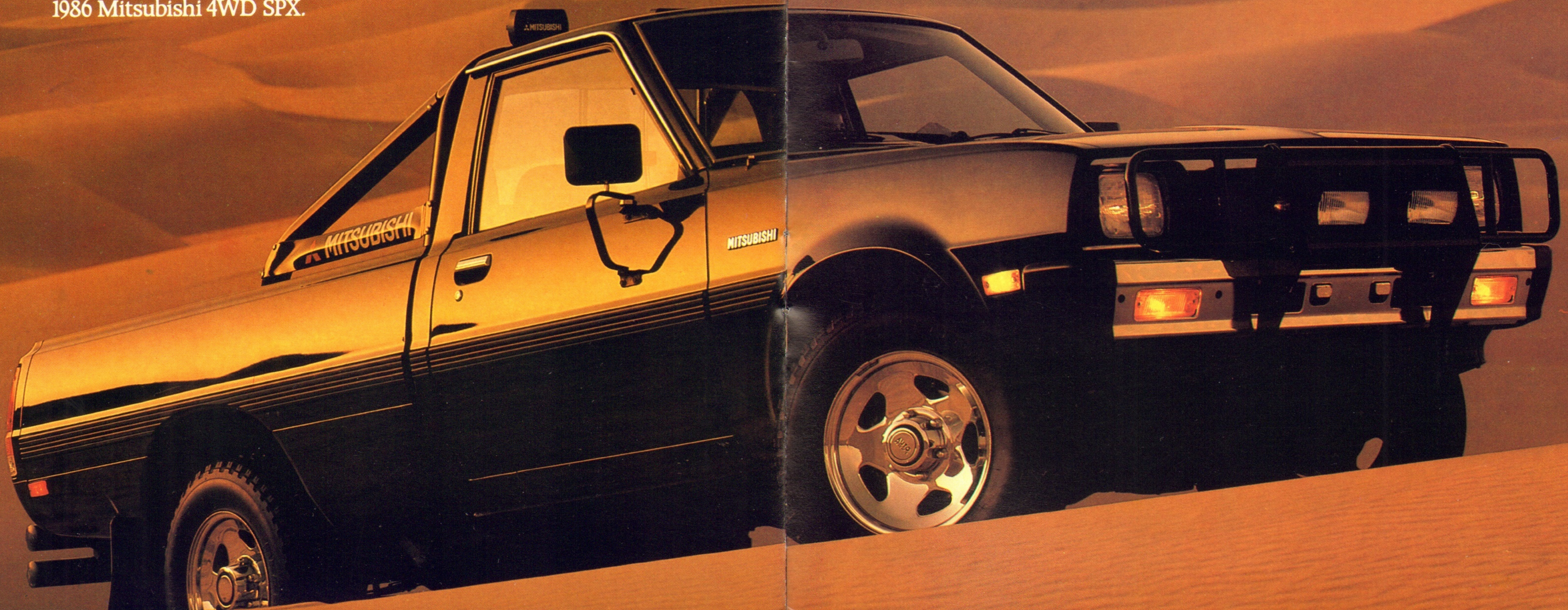
*2WD SPX interior design offers comfortable action.*

The 4WD SPX shares many features with its classy brother, the 2WD SPX pickup. They've got a big 2.6-liter MCA-Jet™ engine sending plenty of power to a five-speed manual overdrive transmission. Power-assisted front disc and rear drum brakes provide smooth stopping.

Then there's the plush SPX interior. High-back ergonomically designed bucket seats provide extraordinary comfort with support. Easy-reading analog instruments offer plenty of information at a glance. The sport steering wheel falls readily to hand. And the double-wall cargo box, cargo light, tie-down bars and single-hand tailgate release make hauling loads a breeze. But ah, what great looks. Bold styling. Striking wheels. Aggressive stance. Proof that form needn't be sacrificed to function.

The Mitsubishi 2WD and 4WD SPX pickup trucks. Intelligently built to take on all kinds of tough jobs. In style.

1986 Mitsubishi 4WD SPX.



# Montero. Upscale utility.

If you get a kick out of going over the hill, the 1986 Montero Sport has what it takes to get you there. And, when you come back down, Montero Sport's style and comfort will make your city driving just as much fun.

It's powered by a strong 2.6-liter engine coupled to a smooth five-speed manual overdrive transmission. Then it all meets the ground with big, beefy 15-inch all-terrain radial tires. And standard automatic-locking front hubs make



*The tough Montero Sport has a soft spot inside for you.*

leaving the road a snap.

Montero Sport gives you two-tone paint, a limited slip differential, rear window wiper, headlamp washers, a four-speaker AM/FM cassette stereo to enhance your driving pleasure, and even power windows are available. With Montero Sport, the play's definitely the thing.

Now, when it comes to work, our basic Montero model will earn its keep. With plenty of work room. It combines four-wheel drive capability with cargo handling capacity to give you a tough, all-terrain vehicle that looks good on the job. Montero also has blackout style treatment, dual mirrors, spoke type wheels, all-terrain radial tires and tinted glass. With two comfortable front buckets ahead of loads of cargo space in the rear.

Montero Sport and Montero. Whether it's work or play, Mitsubishi has two great ways to take you where you want to be.

1986 Mitsubishi Montero Sport.





DEZO'S GARAGE



Mitsubishi takes you where you want to be.