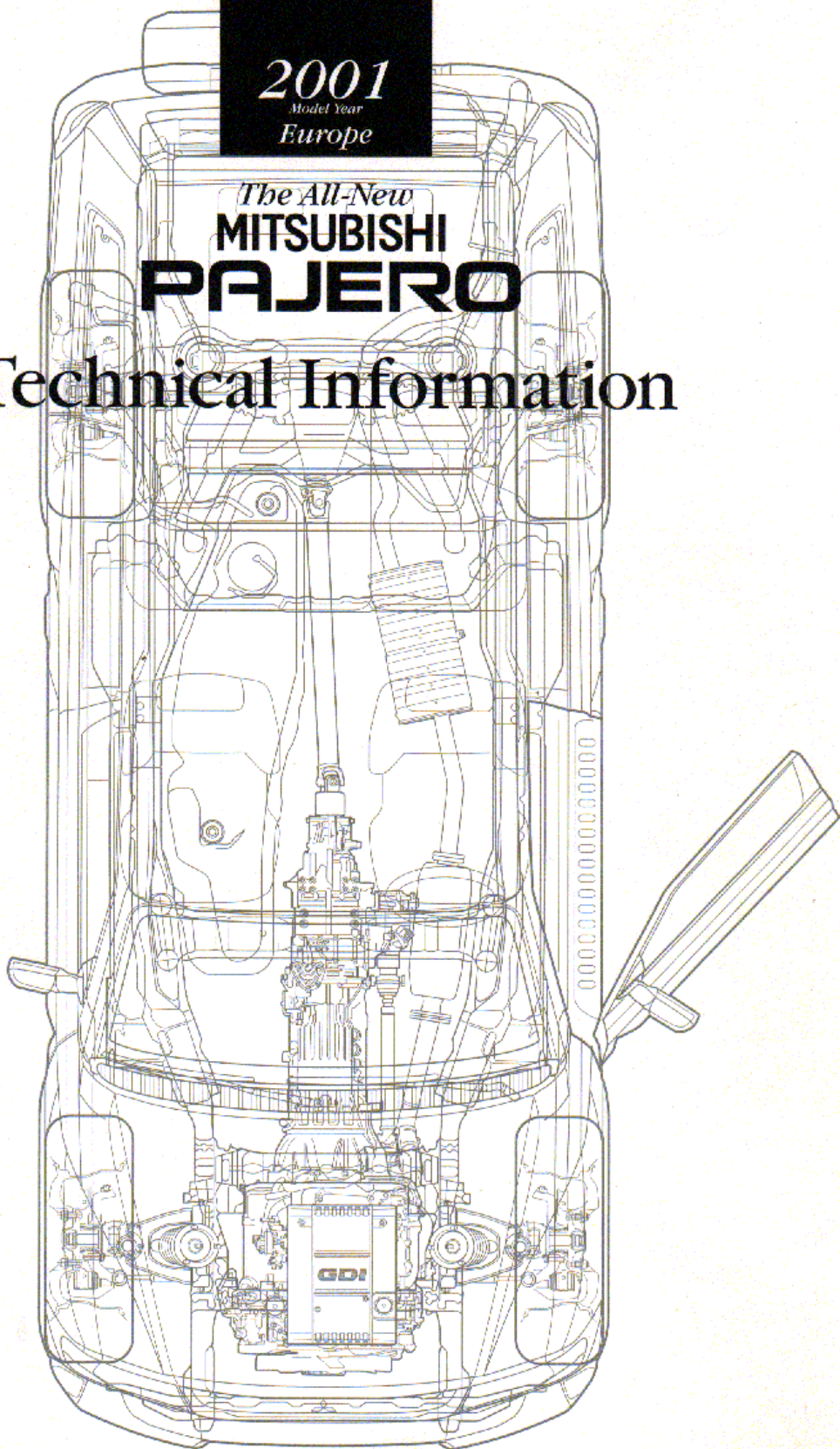


**2001**  
*Model Year*  
*Europe*

*The All-New*  
**MITSUBISHI**  
**PAJERO**

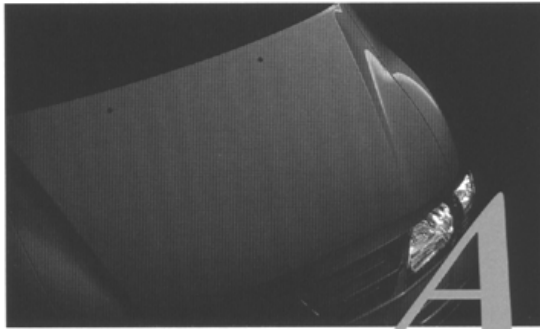
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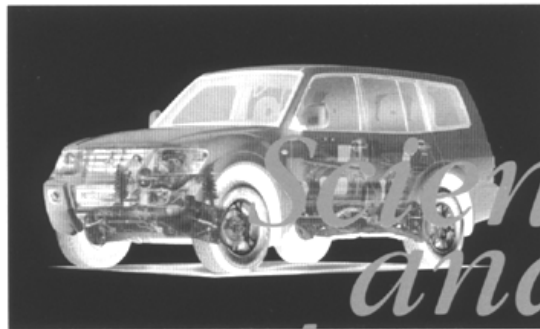
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*Art*  
of the Pajero



*Science*  
and  
*strength*  
of the Pajero



*Gentility*  
of the Pajero



### **The Pajero legacy: ahead of all**

Considering the preeminence of the Mitsubishi Pajero in off-road rallies and within the European SUV market, it is not surprising that the Pajero has been one of Mitsubishi Motors' most successful models. With its unsurpassed combination of prestige, utility, luxury, quality, and advanced technology, the all-terrain Pajero has demonstrated that status and comfort are not limited to high-class saloons.

Furthermore, the Pajero has empowered its owners with a trailblazing spirit, allowing driver and passengers to enjoy the great outdoors while wrapped in luxury.

Reflecting Mitsubishi's dedication to constant improvement, the Pajero has been continually tested in punishing off-road rallies, in particular the Paris-Dakar, the world's most prestigious

The new 3rd-generation Pajero is designed to uphold—and advance—the respected Pajero identity.

### **The ultimate expression of form and technology**

The new Pajero's product development theme was:

*A prestigious, luxurious all-round performer engineered for this planet*

The new Pajero adds new people- and environment-friendly design elements—as well as completely new styling—to the Pajero's many established strengths. This is still the vehicle with the world's most impressive all-terrain heritage. Moreover, it improves upon the groundbreaking 4WD technology that drives it ahead of the pack. And it still offers the luxurious comfort and superb utility that are

## Development concept behind the all-new Pajero\*

long-distance rally. In this epic struggle of performance and durability, the Pajero has come to dominate, culminating in consecutive 1-2-3 finishes in 1997 and 1998.

### **Upholding the Pajero's identity**

The Pajero has never led by standing still.

As good as the previous Pajero was, users pointed out areas for improvement. Our engineers were no less critical. In addition, the SUV market has expanded and diversified, attracting new customers with new needs.

Therefore, to meet those needs, as well as to strengthen the Pajero's positions as our flagship model and the SUV pacesetter, we decided to give the Pajero a full model change.

Our development objectives were threefold. First, to strengthen the Pajero's position as the world's leading all-round performer by carrying over and refining the popular features of the previous model. Second, to ensure superior competitiveness by adding new advanced technology and high-value features. And third, to rationalise construction.

Pajero trademarks.

As a result, we're confident that we've created a new kind of all-round performer—one that offers:

- A better combination of superior off-road prowess with the exquisite ride comfort and handling stability of an executive-class saloon
- The ability to traverse any road faster, safer, and more economically
- Powerful yet sophisticated styling
- Higher levels of luxury, comfort, and utility
- Ready compliance with worldwide safety standards
- Environment- and people-friendly design, production, and performance
- A new standard for both on- and off-road performance.

The all-new Pajero is the ultimate expression of a true 4WD vehicle that combines revolutionary all-terrain technology with refined mobility. Simply put, the all-new Pajero means all-round excellence.

\*Montero in Spanish-speaking countries.





## Technical overview

With its greater sophistication and luxury, as well as its trademark all-terrain mastery, the all-new Pajero emphatically confirms its status as *the* world's leading SUV.

While retaining the unmistakable Pajero identity, the all-new model is considerably sleeker and more stylish. And advances in the technologies that have enabled the Pajero to dominate the famous Paris-Dakar Rally promise even higher levels of all-terrain performance.

Ride comfort, handling stability, and utility were also significantly improved. And advanced safety and security features provide peace of mind.

We're proud to present the all-new Pajero, and we're convinced that we've succeeded at making a great car even better.

### Enhanced all-terrain performance and comfort

Though the Pajero already boasts a superior combination of off-road dominance and on-road civility, we sought to combine the pair at an even higher level.

To achieve the all-terrain mastery befitting *the* SUV of the 21st century, our engineers devised a unique combination for a 4WD vehicle: a monocoque body with an all-wheel independent suspension system. The monocoque body with built-in frame enables higher ground clearance, and its increased rigidity allows the front double wishbones and rear multi-links to realise their full potential. In particular, the independent rear suspensions greatly increase stability, traction, and comfort. Furthermore, the new combination lowers the centre of gravity. As a result, the all-new Pajero's

on- and off-road response, stability, and comfort are better than ever.

Our dedication to superior response also resulted in an enhanced Super Select 4WD (SS4-II). The new system's variable front/rear torque split reduces understeer and improves high-speed cornering and safety. Also improving response is the new INVECS-II 5-speed automatic transmission with Sports Mode, which combines a sporty manual transmission's control with the convenience of an automatic.

It may be all-new, but it's still the all-terrain champion Pajero.

### Ecology conscious performance

At Mitsubishi, we're committed to developing and popularising cutting-edge environmental technologies as part of our goal of minimising the impact of our vehicles on the planet.

Two more results of our ongoing efforts: the new Pajero's 3.5-litre V6 GDI\* (Gasoline Direct Injection) engine and the 3.2-litre DI-D\*\* (Direct Injection Diesel) engine.

These direct-injection engines provide the impressive power SUV users want while also delivering excellent fuel economy and lower emissions.

### New dimensions promise greater performance, comfort, and utility

By increasing the vehicle width and lowering the height, we realised a height-width ratio of almost 1:1. This increases stability and lowers the centre of gravity, enhancing high-speed performance.

The significantly longer and wider interior provides more space, for greater comfort and utility. Despite the lower vehicle height, the lower floor height allows greater head room, and also makes getting in and out easier.

To meet the diverse needs of Pajero users, we continued the 3-door and 5-door model variations. The 3-door offers nimbler mobility through its shorter length and superior power-to-weight ratio. SUV buyers who value greater room and versatility will appreciate the 5-door's longer wheelbase, additional side doors, larger cargo room, and 3rd-row seat.

### Increased comfort and utility

Both driver and passengers will find the new Pajero more comfortable—and useful. Closer attention to comfort enhances upon the executive atmosphere, for a consummate travelling experience.

Rear passengers will relish the comfort of the 6:4 split 2nd-row seats, which also allow greater cargo room flexibility. And the 3rd-row seat on the 5-door model detaches and stores under the floor, for even greater utility.

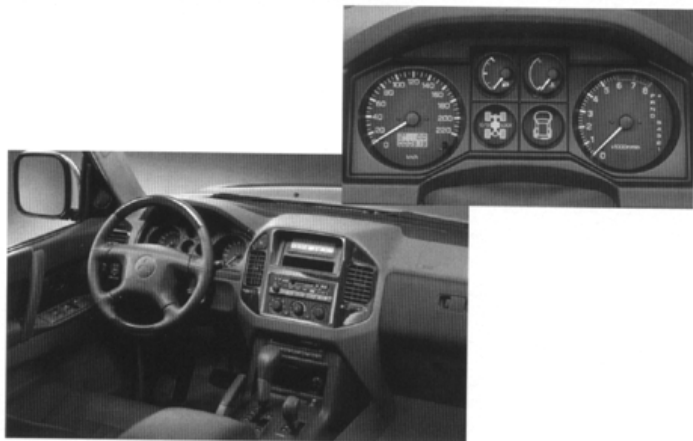
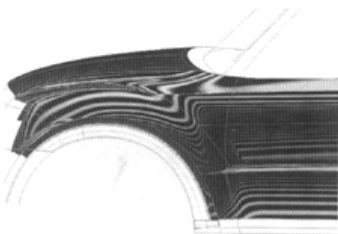
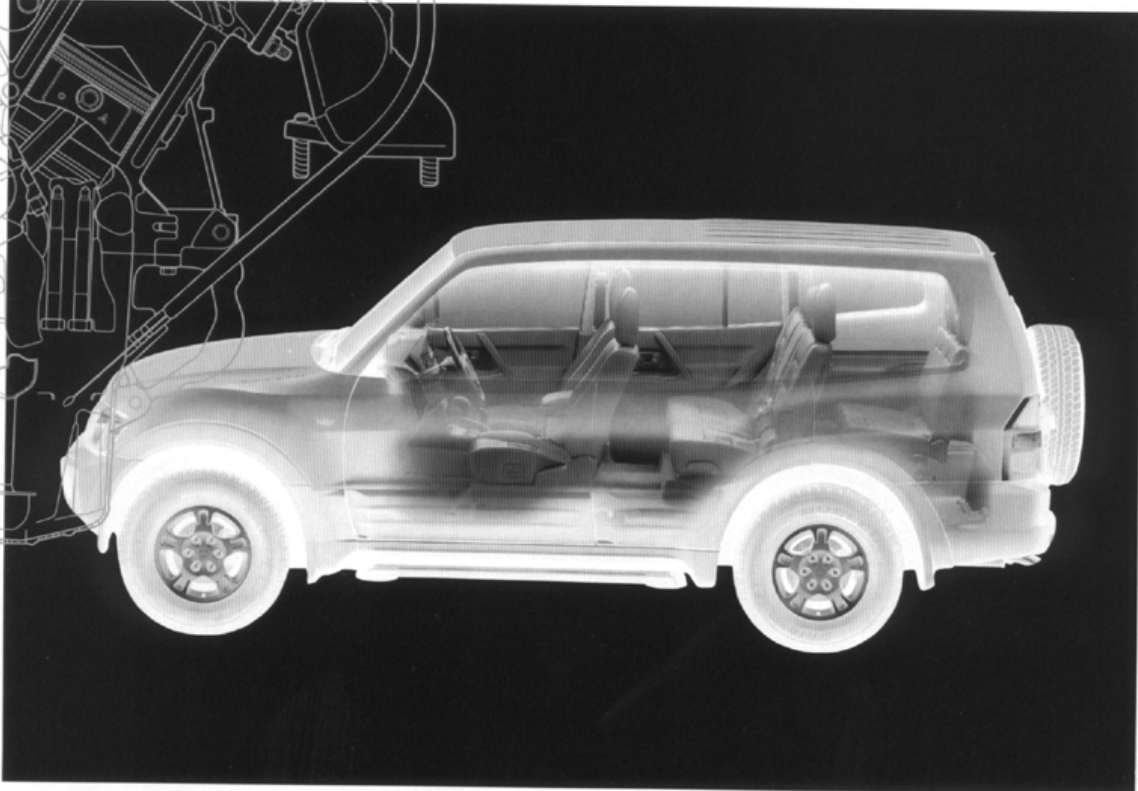
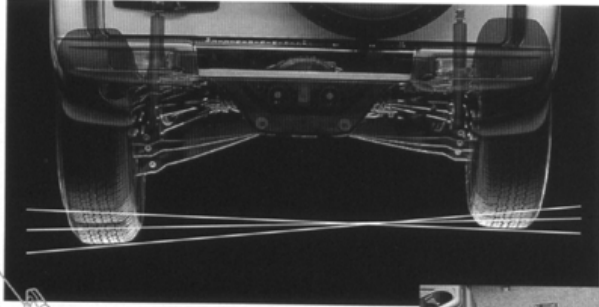
### Improved safety

For greater safety, the new monocoque body features a highly rigid, well-reinforced cabin with impact-absorbing crushable zones. A collapsible CFRP (carbon-fibre reinforced plastic) propeller shaft and SRS front and side airbags provide further protection.

For superior braking performance, the new Pajero is equipped with larger brakes, and improved Multi-Mode ABS with EBD (Electronic Brake-force Distribution) and a hydraulic brake booster.

\*GDI is a new standard in petrol engines and is a trademark of Mitsubishi Motors Corporation.

\*\*DI-D is a trademark of Mitsubishi Motors Corporation.





# Pajero history

Throughout its illustrious history, the Pajero has led the way—both in satisfying customers and overwhelming competitors.

Since 1982, the Pajero has continually raised the expectations for 4WD vehicles with its unprecedented combination of all-terrain mastery, luxurious comfort, reliability, quality, and price performance.

But despite its owners' fierce devotion, the Pajero is best known less for private journeys than very public triumphs. The Pajero has come to dominate long-distance off-road rallies, in particular the Paris-Dakar.

While trophies are gratifying, the real winners are the Pajero owners who enjoy the rally-proven technology, durability, and reliability built into every Pajero.

## A long history of innovation and excellence

While the Pajero made its official debut in 1982, the foundations for this world famous all-terrain champion were laid long before.

In 1953, when Mitsubishi Motors was still a division of Mitsubishi Heavy Industries, we began production of a 4WD vehicle under contract. At the time, people had fewer choices in transportation, and many looked wistfully at this 4WD vehicle.

Hearing that murmur of interest, we began to envision an off-road 4WD vehicle that would allow people greater freedom to travel where their hearts led them.

In 1978, Mitsubishi Motors unveiled a "Pajero" concept car at the Tokyo Motor Show. We chose the name of a wild cat from the South American highlands because we believed then—

as we do now—its graceful and beautiful, yet aggressive, appearance matched our product concept. Once again, people looked at the 4WD vehicle and said, "I wish I had one of those."

In 1982, their wishes came true, as the Pajero production model made its debut in Japan. The short wheelbase model quickly became wildly popular for its outstanding off-road mobility and, equally important, on-road manners. The following year the new long wheelbase model became another runaway hit.

Since then, we've carried out our corporate philosophy of constant improvement, using the knowledge gained in off-road rallies to build an all-terrain vehicle that's well ahead of all others.

The Pajero received its first full model change in 1991, introducing such major technological advances as Super Select 4WD (SS4) and Multi-Mode ABS. SS4 was the most advanced 4WD system at the time, and is still superior to many 4WD systems on the market today.

By the mid-nineties, the Pajero had established itself as the leader of SUVs. However, we were not content to rest. In anticipation of changing user needs, we began concentrating on improving

on-road performance and comfort, while maintaining off-road prowess.

The 3rd-generation Pajero fully embodies those objectives, and stands ready to add another page to the model's illustrious history.

## Winning technology leads the way

Since 1983, we've raced the Pajero in the world's most challenging long-distance off-road rallies. Our rationale is simple: there's no better way to test new technologies than in competitive, unforgiving conditions. Our goal is to ensure that the performance, durability, and reliability of our production models remains superior to all.

The Pajero's racing debut, in 1983 at the 5th Paris-Dakar Rally, was auspicious—the Mitsubishi Pajero team won the Marathon-class, Category-II, and the "Best Team" awards. A year later, the Pajero placed third overall, also winning the Marathon-class, Category-II, the Ladies' class, and the Diesel class.

The following year marked the first of our four overall Paris-Dakar victories (five if the Paris-Capetown Rally is included). Pajero drivers have placed third or higher at almost every Paris-Dakar Rally, missing only twice. Our efforts culminated with 1-2-3 finishes in 1997 and 1998.

In addition to dominating the Paris-Dakar, the Pajero has won the world over with its superior off-road mastery and unbeatable reliability. But Mitsubishi will never rest on our trophy case. Our engineers are ceaselessly developing new technologies to be tried on the world's toughest test tracks—rally courses—so they can prove their worth before reaching the real winners, Pajero owners.



## Model history

- 4WD open buggy named Pajero displayed at Tokyo Motor Show as exhibition model
- Pajero II displayed at Tokyo Motor Show as exhibition model
- Pajero production model displayed at Tokyo Motor Show as exhibition model prior to launch
- 1st-generation Pajero (short wheelbase; 3-door) launched (2.3-litre T/C diesel and 2.6-litre petrol)
- First minor model change; class's first long body model, Pajero Estate (5-door) launched
- Engines upgraded (diesel displacement increased to 2.5 litres); first automatic transmission
- Intercooled turbocharger made available for diesels
- 3.0-litre V6 petrol
- Cumulative exports surpass 500,000
- 2nd-generation Pajero launched (3.0-litre V6 petrol, 2.4-litre petrol, 2.5-litre I/C/T/C diesel, SS4, and Multi-Mode ABS)
- Newly developed 3.5-litre V6 petrol and 2.8-litre I/C/T/C diesel
- Cumulative exports surpass 1,000,000
- Minor model change (exterior completely redesigned)
- 3rd-generation Pajero launched (model variations standardised as 3-door and 5-door models; 3.5-litre V6 GDI, newly developed 3.2-litre DI-D, INVECS-II 5A/T with Sports Mode, and SS4-II)



## Motor sports history



- 1978
- 1979
- 1981
- 1982
- 1983 **5th Paris-Dakar Rally:** Though first-time participants, 1st in Marathon-class and Category-II; Best Team award
- 1984 **6th Paris-Dakar Rally:** 3rd overall; 1st in Marathon-class, Category-II, Ladies class, and Diesel class
- 1985 **7th Paris-Dakar Rally:** 1st overall; 1st in Marathon-class and Category-II  
**1st Safari Rally (Australia):** 1st overall; Mitsubishi cars 1st-3rd overall
- 1986 **8th Paris-Dakar Rally:** 3rd overall; 1st in Marathon-class and Category-II  
**2nd Safari Rally (Australia):** 1st overall; Mitsubishi cars 1st-5th overall
- 1987 **9th Paris-Dakar Rally:** 3rd overall; 1st in modified production class  
**3rd Safari Rally (Australia):** 1st overall; 1st in Marathon-class
- 1988 **10th Paris-Dakar Rally:** 2nd overall; 1st in modified production 4WD petrol class  
**4th Safari Rally (Australia):** 1st overall
- 1989 **11th Paris-Dakar Rally:** 3rd and 6th overall  
**Tunisia Rally:** 1st overall  
**5th Australian Safari (previously the Safari Rally):** 1st overall
- 1990 **12th Paris-Dakar Rally:** 4th and 5th overall; 1st in modified production class  
**6th Australian Safari:** 1st overall
- 1991 **13th Paris-Dakar Rally:** 2nd overall  
**7th Australian Safari:** 1st and 2nd overall
- 1992 **14th Paris-Capetown:** 1st-3rd overall  
**Paris-Beijing Marathon Raid:** 2nd and 4th overall
- 1993 **15th Paris-Dakar:** 1st and 5th overall; 1st in modified production class  
**Tunisia Rally:** 1st overall; 1st in modified production class
- 1994 **16th Paris-Dakar:** 4th overall; 1st in modified production class  
**10th Australian Safari:** 1st overall
- 1995 **17th Granada-Dakar:** 2nd and 3rd overall  
**Paris-Beijing Rally:** 1st overall
- 1996 **18th Dakar Rally:** 3rd overall
- 1997 **19th Dakar Rally:** 1st-3rd overall; Mitsubishi cars 1st-4th overall
- 1998 **20th Paris-Granada-Dakar Rally:** 1st-3rd overall  
**UAE Desert Challenge:** 1st, 3rd, and 4th overall
- 1999 **21st Granada-Dakar Rally:** 2nd-4th overall; 1st in modified production class  
**Italian Baja:** 1st and 4th overall
- 2000 **Dakar 2000:** 3rd overall; 1st in modified production class

Note: The Pajero is exported to almost 170 countries. Model history information may vary according to country.

# Art of the Pajero

*Like a mountain cat poised to strike, the sleek silhouette  
and wilderness hues project royalty through veiled aggression.  
Sinuous character lines balance muscular arcs of dignity and power.  
Commanding colours create an unmistakable work of art:  
one that finds the harmony of art and science, and of strength and gentility.  
This balance continues inside, with soothing colours and gentle shapes that demonstrate  
the meaning of functional elegance. For all its prowess, the Pajero is no beast—  
it's a well-schooled heir ready to ascend its throne.  
This subtle design reflects both its owners' sophistication  
and their ability to burst free.*





## Exterior and interior styling

The stylish new form boldly projects 21st-century prestige, while upholding the distinctive, powerful Pajero identity. The low-and-wide stance promises stability, while the sleek profile suggests the taut body of a trained athlete.

The distinguished styling of the long wheelbase models speaks of quality and reliability, while the dynamic short wheelbase design projects high-performance outdoor fun.

### Aggressive yet sophisticated exterior

The new Pajero's designer enjoys a challenge.

"A look of toughness, stability, power, reliability, activity, and high performance—these are what give the Pajero its identity," he said. "I believe that trying to convey these elements in a new way is what made designing the new Pajero so interesting."

Part of the challenge came from the Pajero's go-anywhere versatility. Its design requires the sophistication to blend effortlessly into any urban setting, while still showing off the rugged elements that expose its exciting off-road potential.

For this full model change, we started from zero, beginning with the body dimensions. The monocoque body provided more design flexibility, enabling the low-and-wide stance ideal

for an off-road 4WD vehicle. From this base, we refined the look of stability and quality, eliminating any frilly excesses. The goal was an athletic, well-toned look.

To accentuate that look of agility, we sharply angled the inner edges of the headlamp housings and integrated the lamps. While upholding the Pajero identity, the front mask projects more prestige and aggression. The muscular fender arcs promise off-road prowess, while the belt line that kicks up at the rear emphasises the dynamic performance waiting to be unleashed.

The designer explains, "We didn't get caught up trying to stay within the framework of an off-road design. Instead, we strove to project the elements inherent to a next-generation SUV as much as possible."

The result is a considerably sleeker, more urbane Pajero—a majestic, international design that projects excellent functionality, but with more refined street presence.

The designer can consider this challenge well met.

### "Functional elegance" defines the interior styling

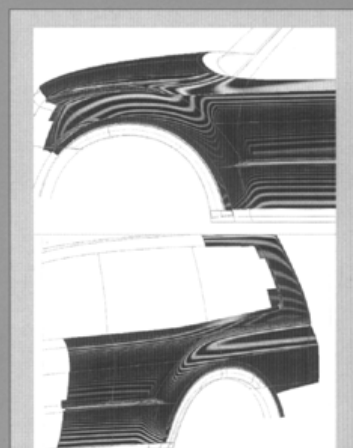
The designers' goal for the interior was a style that would project the Pajero's prestige and potential to go where others only dream of.

"The interior was not designed independently," the designer explains. "Instead, we looked at the overall design. We thought about how the interior would interact with the bonnet and fenders, as well as with the exterior colours, as they are seen through the windshield from the driver's seat."

The design team thus added some refreshing elements, such as the centre console that continues the pronounced angles that give the exterior design an urban edge. The more organic, sophisticated interior defies the boxy look found so often in conventional 4WD vehicles.

The new design is more than just looks: luxurious new appointments give the Pajero a comfort level usually associated with first-class saloons. We also widened the centre floor console, consolidating the switches and levers for ease of use.

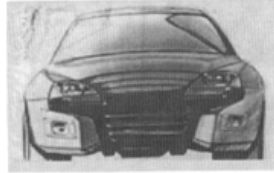
The geometric relationship between different design elements complements the look of functionality, while the generous spaciousness and reassuring form evoke a high-quality luxury-car image. In short, the new Pajero achieves an admirable design goal: functional elegance.



The fender arches were refined through CAD (computer-aided design). The complex designs of the new fenders meant that the designers put in the same CAD work on the arches as would normally be required for four or five different vehicles combined.

### Initial sketches

The new design originated from these sketches. They clearly reflect the design objectives of upholding the Pajero identity, projecting more presence, and having a purpose-built appearance expected of a true all-terrain vehicle.



### 1st-stage models

Shown here are two proposals. Though both convey the Pajero's unconventional nature and powerfulness, neither was accepted. Proposal 'A' (top) reflects the design of the Paris-Dakar Rally models.



### 2nd-stage models

These May 1997 photos show the 3-door and 5-door proposals. The 3-door proposal won because the 5-door design lost impact when it was transferred to the 3-door. The 3-door's front fenders are less pronounced than the later models'.



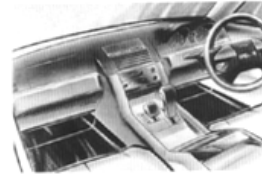
### Final confirmation models

The confirmation models were completed in February 1999. They are based on the above 3-door proposal. The fenders are more pronounced. The side garnishes were added during the last stage. The 3-door was given thicker B-pillars to emphasise toughness.

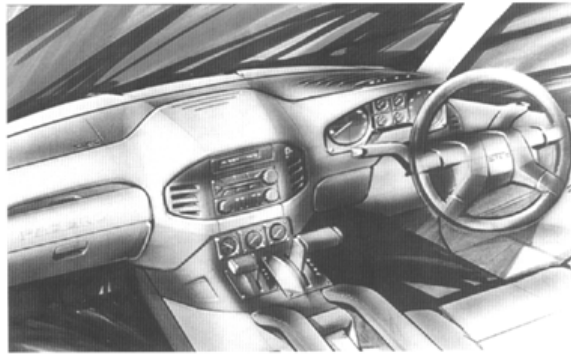


### Interior concept sketches and models

From the numerous proposals, two emerged. The left design, which eventually won, is futuristic and is reminiscent of an airplane cockpit, while the right design was designed with luxury in mind.







## 3-door Pajero







## 5-door Pajero











# *Science and strength of the Pajero*

*Warrior kings of old relied on strength,  
but those that conquered the most territory did so using the latest advances in science.  
The battlefields for today's SUVs are gruelling long-distance rallies, where engineering innovations—  
and the vehicles' basic toughness—are tested in trial by ordeal.  
The all-new Pajero inherits the mantle of "all-terrain king", having adapted its well-proven  
strength and mastery of science to deliver significantly better on-road performance,  
with no sacrifice to its off-road dominance. Its potent,  
yet ecologically responsible power and drive trains provide the muscle,  
while its highly sophisticated combination of a monocoque body and  
all-wheel independent suspension system ensures  
that the power is put to the best possible use.*

### **Direct injection delivers satisfying power and environmental responsibility**

A first for Europe, the 6G74 3.5-litre 24-valve V6 DOHC GDI engine takes full advantage of Mitsubishi's acclaimed GDI technology, especially its superior output.

Based on the previous model's successful 3.5-litre ECI-MULTI, this engine delivers significantly more power and torque: 149 kW (202 PS)/5,000 rpm and 318 N·m (32.4 kg·m)/4,000 rpm.

Its relatively flat torque curve ensures excellent all-round performance. But its real potential lies in the low end. It delivers over 270 N·m of torque—more than 80% of its maximum—at just 1,500 rpm. This gives the new Pajero the power to pull away fast from stop lights or power over off-road obstacles.

Direct injection eliminates restric-

## 3.5-litre V6 GDI engine

By injecting petrol directly into the cylinder, the 3.5-litre V6 GDI\* (Gasoline Direct Injection) engine delivers the impressive high-end power, robust low-end torque, and smooth response expected of the all-terrain king—in addition to ecologically responsible fuel economy.

Newly developed for the Pajero, this engine is a product of our ecology conscious approach to making cars. We believe environmentally responsible technologies must be practical and accessible to encourage widespread use, which is why we are so proud of our acclaimed, and increasingly popular, GDI technology. The 3.5-litre GDI engine proves that satisfying power and environmental responsibility can be compatible.

tions on combustion control faced by conventional engines, such as the impossibility of adding fuel after the induction valves close. Precise combustion control, free from restrictions, makes possible the unique combination of superior power, torque, and fuel economy.

In low-load conditions, the GDI operates in **Ultra-Lean Combustion Mode**. Compression stroke injection creates a stratified air-fuel mixture that is lean on the periphery and rich around the sparkplug. The overall mixture is as lean as 40:1 when idling and between 30:1 and 20:1 while cruising, for outstanding fuel economy.

Under higher loads, the GDI switches automatically to **Superior Output Mode**. Induction stroke injection creates a cool, homogenous mixture that increases volumetric efficiency and suppresses knock to allow advanced ignition timing. For powerful low-end torque, the GDI temporarily switches to **Two-stage Mixing**. An ultra-lean knock-suppressing spray of fuel is injected during the induction stroke, and the majority during the compression stroke, creating a stratified mixture with an overall ratio of about 12:1.

### **Driveability and fuel economy befitting a world leader**

The 6G74's "V" configuration marks a European first for GDI technology, which was previously limited to inline engines. Our engineers did their utmost to reduce the engine's weight to improve fuel economy and to lower the centre of gravity, for superior handling. This engine, when coupled to a manual transmission, meets Step III regulations.

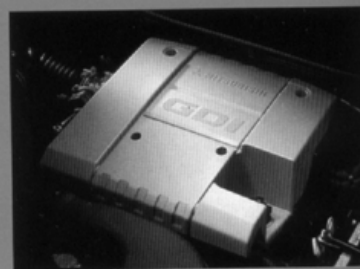
The 93.0-mm × 85.8-mm short-stroke design and DOHC configuration promise excellent high-end response and potent acceleration, while the 60° "V" configuration provides smooth, quiet operation. The cam lobes are profiled for powerful low- to mid-range torque, which is increased by roller rocker arms. Sintering chips increase the hollow camshafts' scuff pitching strength and durability. The 24-valve design provides excellent breathing efficiency, while the pentroof combustion chamber and centrally located sparkplug ensure excellent combustion efficiency.

An electronically controlled throttle body further improves fuel economy. By conveying the driver's intention via an ECU from the throttle control, this system ensures an ideal air-fuel mixture at all times, as well as the large volume of air needed for ultra-lean combustion.

A "GDI ECO" lamp indicates when the engine is operating in its most ecologically responsible manner.

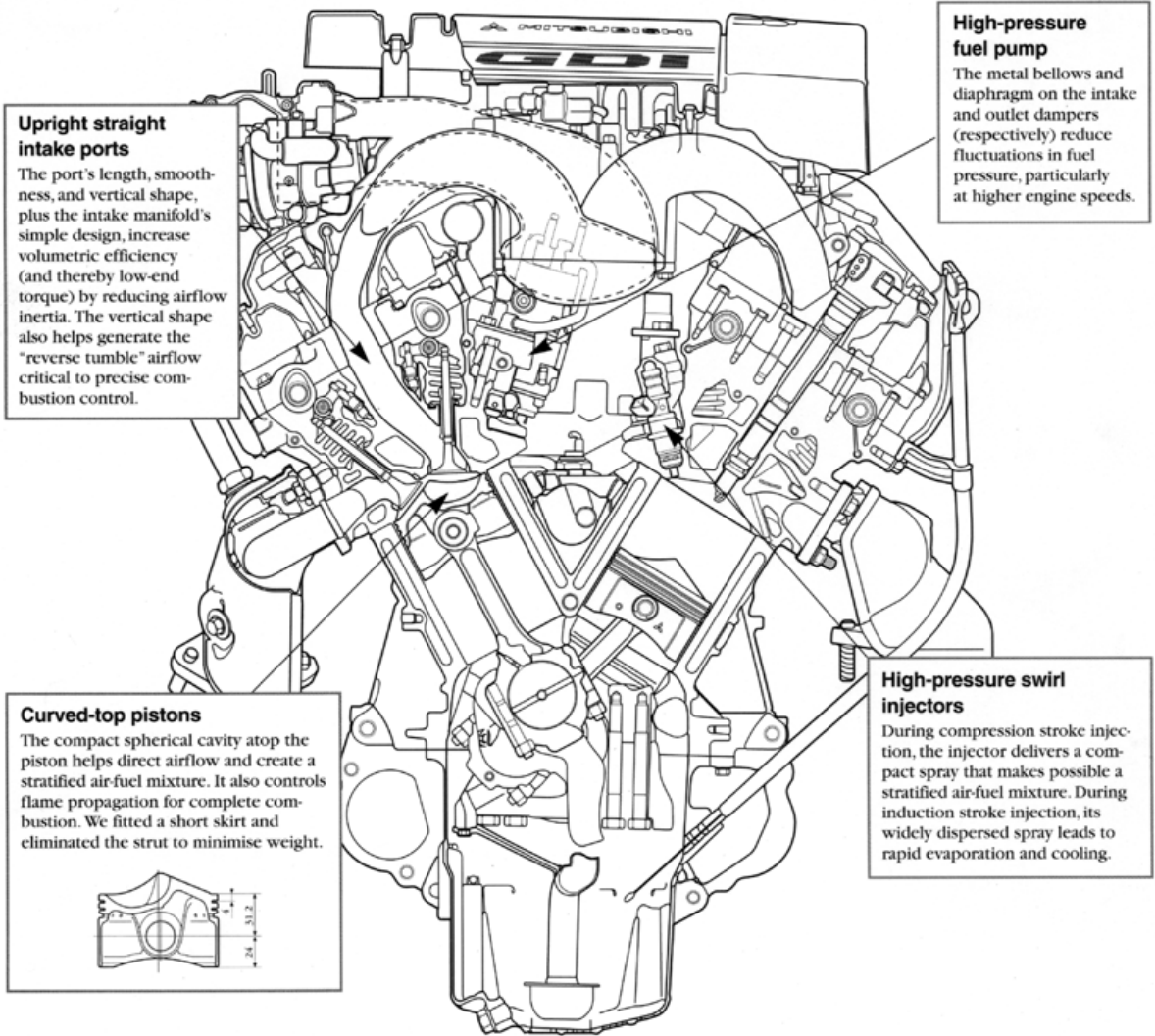
For quieter performance and less maintenance, a single serpentine belt with auto-tensioner connects the power steering pump, air-conditioner, and alternator. The radiator fan, with fewer but larger blades, spins efficiently at a slower speed to reduce noise.

\*GDI is a new standard in petrol engines and is a trademark of Mitsubishi Motors Corporation.





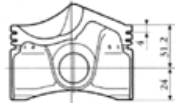
# 6G74 3.5-litre 24-valve V6 DOHC GDI engine



**Upright straight intake ports**  
 The port's length, smoothness, and vertical shape, plus the intake manifold's simple design, increase volumetric efficiency (and thereby low-end torque) by reducing airflow inertia. The vertical shape also helps generate the "reverse tumble" airflow critical to precise combustion control.

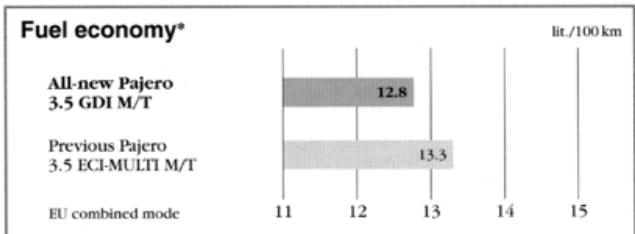
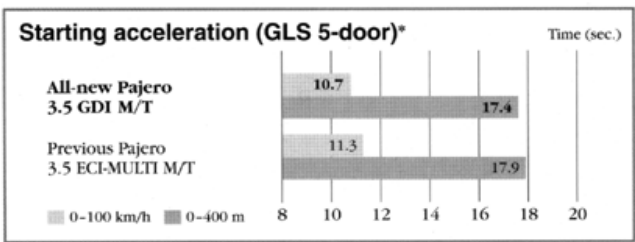
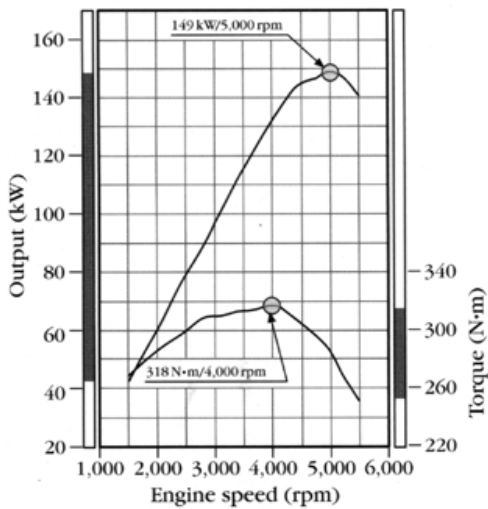
**High-pressure fuel pump**  
 The metal bellows and diaphragm on the intake and outlet dampers (respectively) reduce fluctuations in fuel pressure, particularly at higher engine speeds.

**Curved-top pistons**  
 The compact spherical cavity atop the piston helps direct airflow and create a stratified air-fuel mixture. It also controls flame propagation for complete combustion. We fitted a short skirt and eliminated the strut to minimise weight.



**High-pressure swirl injectors**  
 During compression stroke injection, the injector delivers a compact spray that makes possible a stratified air-fuel mixture. During induction stroke injection, its widely dispersed spray leads to rapid evaporation and cooling.

## Performance curves



\*Measured by Mitsubishi Motors

### **Direct Injection Diesel provides clean, economical power**

The 3.2-litre DI-D with intercooled turbocharger is a milestone: the first Mitsubishi diesel engine in Europe to feature direct injection technology.

The new engine is considerably more powerful than its predecessor, delivering about 25% more power and 20% more torque. It is rated at 121 kW (165 PS)/3,800 rpm and 373 N·m (38.1 kg·m)/2,000 rpm.

During intake, the induction port generates induction swirl, while the large area atop the piston creates compression swirl when the piston rises. The injector sprays diesel fuel directly through extremely narrow holes into the combustion chamber at very high pressure, where it vaporises instantly and completely mixes with the swirling air. The heat caused by high

lightweight aluminium alloy.

The hole-type fuel injector has two springs to reduce combustion noise when idling. Its narrow spray holes combine with the high injection pressure to promote atomisation. It is centrally located and pointed directly downward to improve combustion efficiency.

Fibre-reinforced metal on the lip of the combustion chamber ensures excellent reliability, while a supportive strut within the piston reduces heat deformation of the skirt. The top piston rings are made of nitrided stainless steel coated with nitrided chrome for outstanding durability, which is increased by the cooling chambers within the piston.

The electronically controlled, distributor-type fuel pump uses an inner cam with opposing plungers to achieve the necessary high pressure. Compared to the previous pump, its injection pressure is three times higher at 120 MPa. A control device on the solenoid timer advances the timing in cold weather, for quick and easy starts. For added reliability, the fuel pump uses the same electronic control system of the well-proven previous engine.

A compact intercooled turbocharger further increases torque, power, and throttle response.

The engine has a large engine cover, a back lash eliminator on the fuel pump gear that reduces gear noise, and a manifold that rests on noise-absorbing rubber for smoother, quieter performance. Covers on the fuel injection pump, timing gear case, and oil pan further reduce noise.

\*DI-D is a trademark of Mitsubishi Motors Corporation.

## **3.2-litre I/C T/C DI-D engine**

Another first for the Pajero: the 4M41 3.2-litre 16-valve DOHC DI-D\* (Direct Injection Diesel) engine with intercooled turbocharger delivers the commanding low-end torque and fuel-efficient power expected of the king of all-round performers.

The 4M41 is based on the previous model's reliable 4M40 2.8-litre. In addition to being larger and more powerful, it offers several key new performance-enhancing features, starting with direct injection and the 16-valve DOHC valve train layout. It delivers considerably more power and torque, and more importantly, consumes less fuel and produces fewer harmful emissions. It's a significant step forward for both the driver and the environment.

pressure and turbulence initiates combustion, which spreads from the bowl to the space between the piston crown and cylinder head.

Direct injection alone improves the Pajero's fuel economy by 12-15% over the previous engine by eliminating the heat losses and negative workload imposed by a separate swirl chamber. Reducing heat losses also reduced the compression ratio to 17.0:1 for smoother, quieter performance.

### **Engineered to maximise all-round performance**

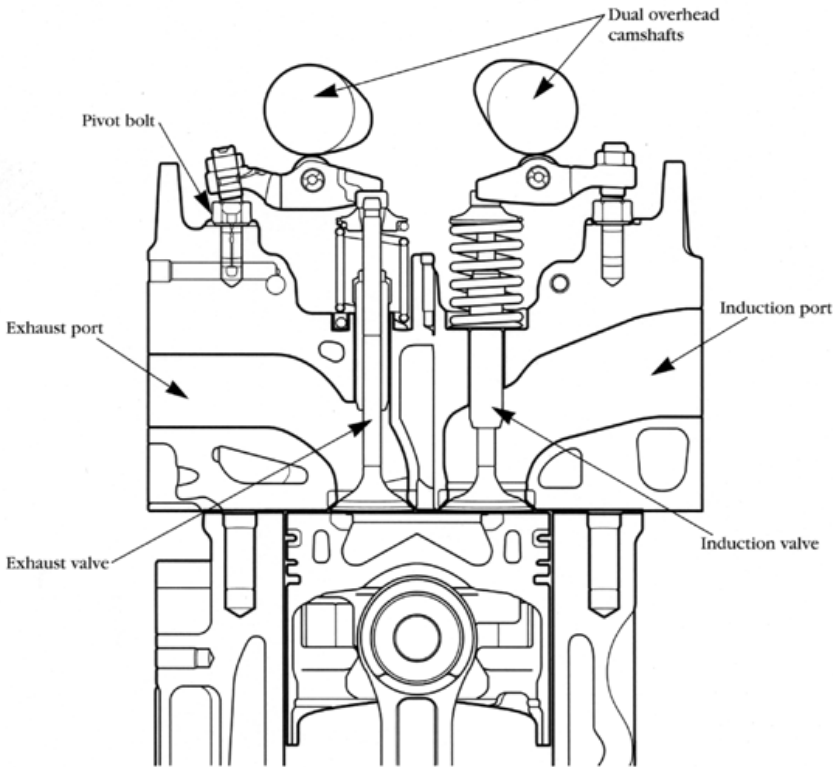
Throughout the new engine, our engineers took extensive steps to maximise its performance.

The bore × stroke of the inline four engine was increased to 98.5 mm × 105 mm. The new 4-valves-per-cylinder design affords excellent breathing efficiency, while parallel-type induction ports and its cross-flow layout ensure an ideal balance between swirl and the amount of air flowing in. The DOHC configuration promises excellent high-end response. The valve lifter guides and hollowed camshafts are built directly into the highly rigid one-piece cylinder head, which is made of a

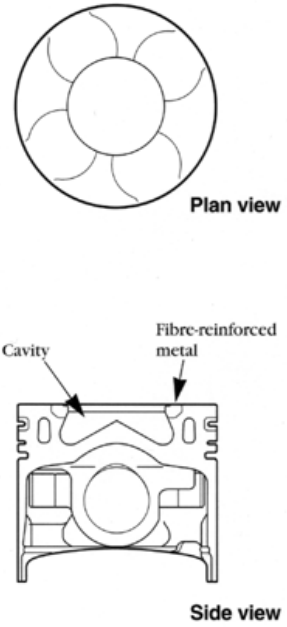


# 4M41 3.2-litre 16-valve DOHC DI-D engine with intercooled turbocharger

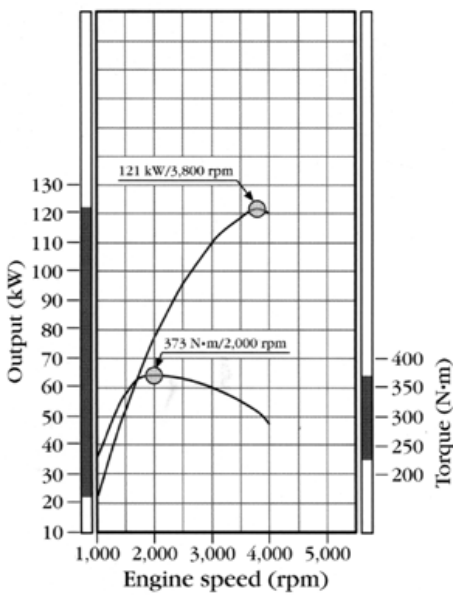
## Cylinder head and chamber



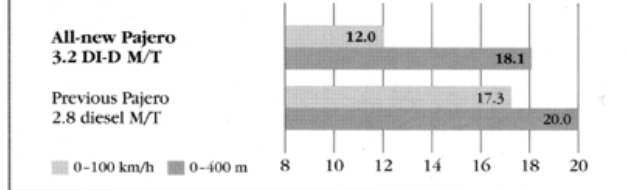
## Piston



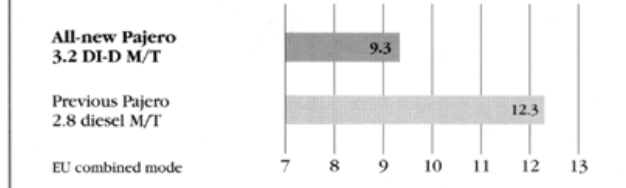
## Performance curves



### Starting acceleration (GLS 5-door)\*



### Fuel economy\*



\*Measured by Mitsubishi Motors

### **An efficient, dependable power plant**

With maximum output of 73 kW (100 PS)/4,000 rpm and 240 N·m (24.5 kg·m)/2,000 rpm, the 4D56 2.5-litre 8-valve SOHC diesel engine with intercooled turbocharger is a reliable, compact alternative.

Though the 91.1-mm × 95.0-mm bore-and-stroke design offers a wide, flat torque band in the low- to mid-rev range, this engine also satisfies drivers with its good response and high-end power. It uses indirect injection, in which the ascending piston pushes the air mass from the main combustion chamber through a narrow passage into a separate swirl chamber. As a result, the air mass gains considerable swirl, turbulence, and heat.

The fuel injected into the swirl chamber immediately self-ignites, creating pressure that instantly forces the

## 2.5-litre I/C T/C diesel engine

A longtime Pajero standard popular with European customers, the 4D56 2.5-litre diesel engine with intercooled turbocharger offers Pajero buyers a compact, economical alternative. This reliable engine provides fuel savings, in addition to the low-end torque needed for satisfying starts in stop-and-go urban traffic or for trekking in the wilderness.

burning mixture back to the main chamber. A cavity atop the piston generates swirl that contributes to thorough mixing and combustion. A super-quick glow plug system ensures starts as fast as petrol engines, even in cold weather.

The efficient 8-valve SOHC layout features roller rocker arms. The cam lobes roll along needle-bearing rollers instead of sliding against sintering chips, reducing engine friction as much as 15% in the low- to mid-rev range.

Mitsubishi's silent shaft technology, in which two counterbalance shafts spin at twice the speed of the crankshaft in opposite directions to cancel its vibrations, helps keep the engine as smooth as many petrol engines.

The layout and design of the induction and exhaust manifolds ensure excellent breathing, for complete combustion. A resonance-type pre-silencer cuts high-frequency noise, while the main silencer decreases low- and mid-frequency noise as well as vibration. The main silencer also minimises back pressure for better fuel economy and performance.

### **Compact turbocharger generates better all-round performance**

The 4D56 engine is fitted with an intercooled turbocharger that significantly increases its power, torque, and response. It also contributes to improved fuel economy and reduced emissions.

Though the turbocharger is compact, the ideal capacity of its compressor generates responsive high-end boost. A low-turbulence waste-gate—precisely calibrated to the fuel injection pump—minimises exhaust restrictions, allowing the turbocharger to deliver effective boost even at low engine speeds, while reducing turbo lag.

The air-cooled intercooler is fitted with a speed- and temperature-sensitive fan that boosts airflow when driving at low speeds or when the induction air temperature is high.

### **Durable and reliable**

To ensure the durability and reliability expected of the Pajero, we fitted a high-performance oil supply system that includes a high-performance, high-flow rate multi-lobe trochoid pump; large-diameter oil-jet nozzles for piston cooling; air-cooled oil cooler; and dual oil filter system.

Built-in cooling channels on the pistons, along with the water pump's two-piece intake design and wide coolant passages, prevent thermal fatigue for greater reliability even after years of use. The wear- and friction-resistant piston rings, friction-resistant dry cylinder liners, and carbon composite cylinder gaskets further add to the reliability.

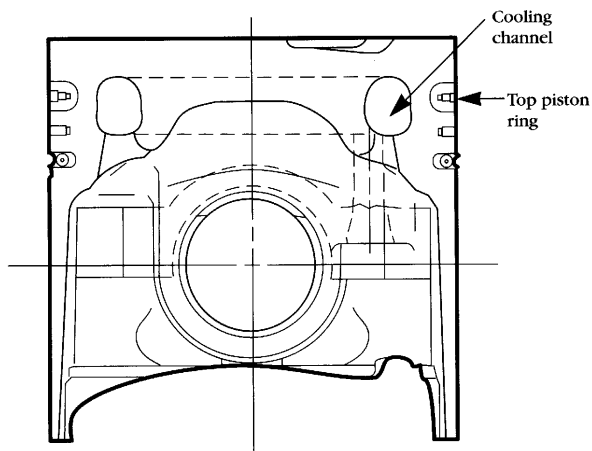
A single, serpentine drive-belt system with auto-tensioner reduces the number of belts for less noise and maintenance as well as enhanced reliability.



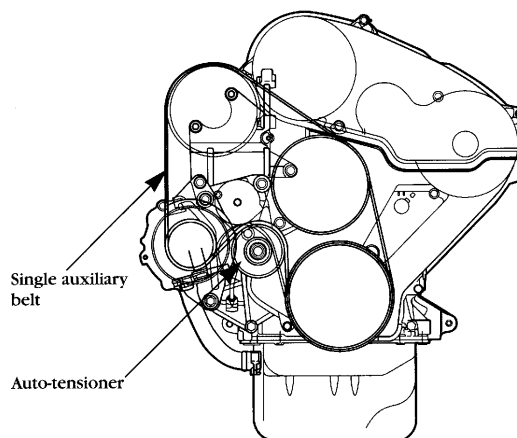


# 4D56 2.5-litre 8-valve SOHC diesel engine with intercooled turbocharger

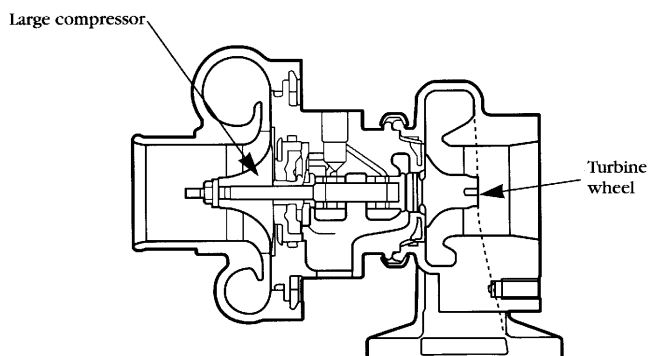
Piston and piston rings



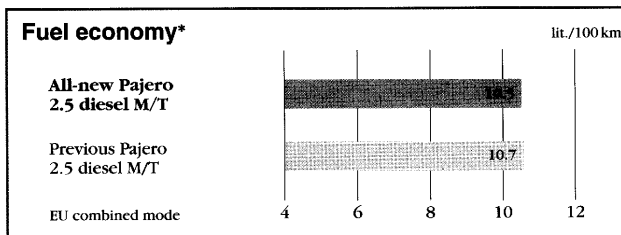
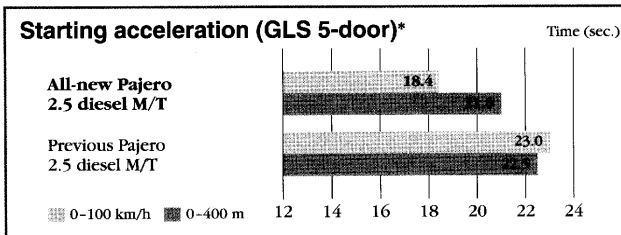
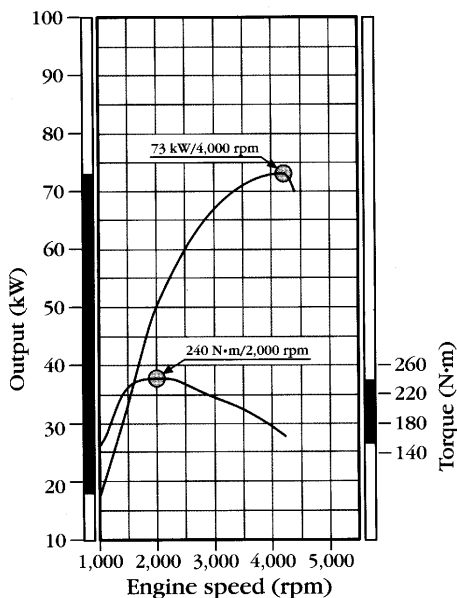
Front view



Compact turbocharger



Performance curves



\*Measured by Mitsubishi Motors

### **Sports Mode offers the hands-on feel of a manual with the clutch-free convenience of an automatic**

Designed for those who demand sporty performance without sacrificing the convenience of an automatic, the Sports Mode function of the INVECS-II 5A/T with Sports Mode enables anybody to safely experience the sporty thrill of manual shifting, but only when they want to.

Drivers unfamiliar with manual shifting can safely experience sporty driving, because the transmission computer monitors the engine speed to prevent potentially damaging or dangerous shifts. Furthermore, engine stalling is a thing of the past, because drivers can manually shift without operating a clutch.

To engage Sports Mode, the shift lever is slid from "D" into the adjacent

### **INVECS-II safely selects the ideal gear and timing for each individual**

When not in Sports Mode, INVECS-II shows why it has won the respect, and even affection, of its drivers—it actually learns to drive the way the driver likes.

INVECS-II does this by seamlessly switching between two control logic programmes. In **Optimum Shift Control**, the computer monitors the throttle position, vehicle speed, and foot braking. It then selects the ideal gear and timing for the situation, using a sophisticated control logic that simulates the decision-making process of the human brain. One advantage of Optimum Shift Control is that it voids awkward gear selection in situations confusing for conventional automatics, such as on hills.

**Adaptive Shift Control** makes INVECS-II, and the Pajero, a more personal driving experience. The computer records each individual's driving preferences through data such as engine output, tyre load, and foot braking. This control logic then adapts the gearshift timing to suit the driver's style.

For smoother, shock-free shifting, a feedback control system adjusts the degree of clutch action to minimise torque fluctuation. Also, the transmission computer instructs the engine to temporarily reduce engine torque during shifts for a smoother, more predictable ride. A learning control system compensates for changes in engine performance and transmission wear to ensure optimum performance for years to come.

To ideally couple INVECS-II to a 4WD system and to ensure performance that would live up to the Pajero's standard of excellence, our engineers spent considerable time meticulously reprogramming the shift schedules.

## Transmissions

Available for the first time on the Pajero, the INVECS-II 5-speed automatic transmission with Sports Mode offers the convenient, stress-free on-road performance of a first-class saloon—which might be a pleasant surprise for a first-time driver of this world-renowned all-terrain dominator.

Delivering the convenience of an automatic transmission with the sporty hands-on thrill of a manual, INVECS-II with Sports Mode is reflective of the Pajero's continuing emphasis on cutting-edge technology.

Off-road purists will appreciate the highly durable, smooth-shifting 5-speed manual transmission that is tuned to maximise the engines' power.

gate (right for LHD and left for RHD models). Moving the shift lever forward to "+" up-shifts and backward to "-" down-shifts. Moreover, with rev-loss minimised, Sports Mode helps realise the full potential of the engine.

Simply moving the shift lever twice in rapid succession enables "skip-shifting", such as from 4th to 2nd. With five gears to choose from, sports-minded drivers will appreciate immediate, precise shifts for high-speed cornering, plowing through snow, crossing mountain trails, or simply starting from a stop light.

A 9-position indicator in the instrument panel notifies the driver of the gear engaged.

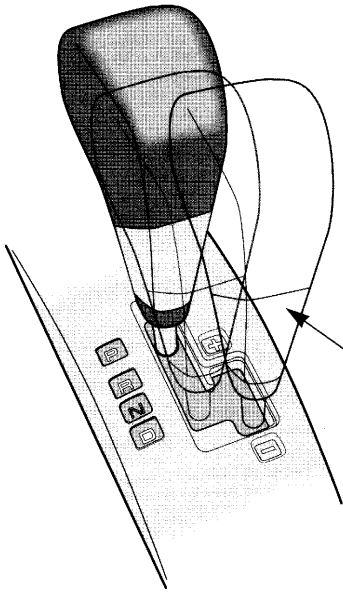
The transmission automatically reverts to 1st gear at stops, eliminating the hassle of constantly shifting in urban traffic. Safer 2nd-gear starts are also possible for better traction on slippery surfaces.

Simply put, Sports Mode embodies Mitsubishi's engineering philosophy of providing a pleasurable drive that virtually anyone can safely and easily experience.



# Sports Mode

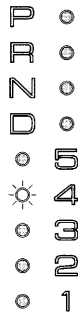
## Shifting with Sports Mode



Sports Mode is engaged by sliding the shift lever out of the "D" position into the adjacent gate. Pushing the lever forward (towards "+") up-shifts, while pulling back (towards "-") down-shifts. Pulling back twice in rapid succession skip-shifts.

## Indicator

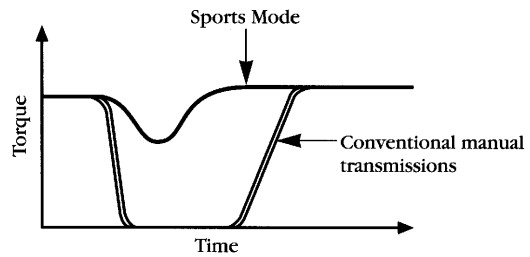
### Sports Mode



### In normal "D" position



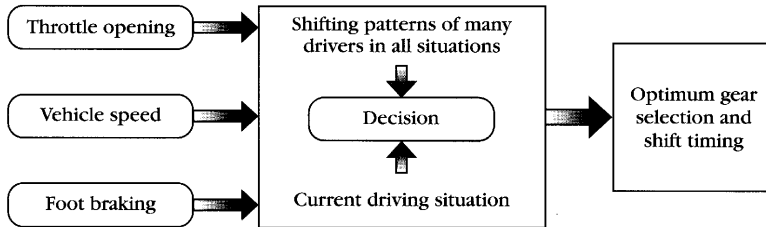
## Comparison of shift response



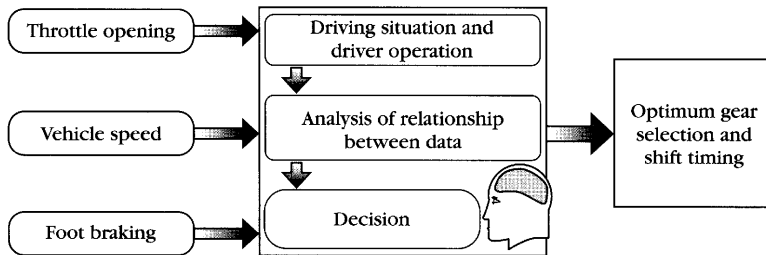
Clutch-free operation improves response by reducing the rev and torque loss associated with disengaging and engaging gears.

# INVECS-II automatic transmission (INtelligent and INnovative Vehicles Electronic Control System)

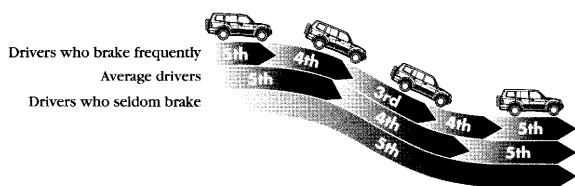
## Optimum Shift Control



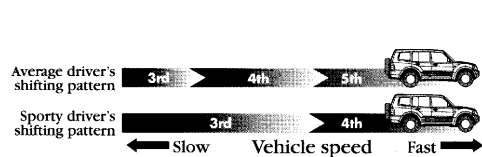
## Adaptive Shift Control



## Adaptive Shift Control going downhill



## Adaptive Shift Control during acceleration



### **A proven off-road warrior with quieter, more effortless shifting**

SS4-II's basic system, proven on the highly acclaimed previous version, features a two-setting, constant-mesh torque transfer unit, which incorporates a centre differential with planetary gears and a VCU (viscous coupling unit), and a front free-wheel differential. Like the previous system, SS4-II has four modes: 2H (2WD high-range), 4H (4WD high-range), 4HLc (4WD high-range with locked transfer), and 4LLc (4WD low-range with locked transfer). For added traction, a rear differential lock with a helical-gear LSD (limited-slip differential), or a hybrid LSD can be fitted. (See page 29 for details.)

SS4-II's centre differential has been upgraded. It now has planetary gears, which enable a 33:67 front/rear torque split in 4H mode—an improvement

A fine-pitched, linked-plate chain delivers power to the front propeller shaft. Reducing noise, it contributes to the kind of serene ride usually associated with a top-class saloon.

In line with our efforts to raise the ground clearance and lower the centre of gravity change, we changed both the position and design of the transfer. We reduced the width of the chain by 25% and increased the sprocket diameters.

### **Enhanced 4H mode provides better cornering and a feeling of security**

The distinguishing feature of SS4-II is the enhanced 4H mode: high-range four-wheel drive without a locked centre differential. In conjunction with the new planetary gears, we opted for a 33:67 front/rear torque split, which can increase to 50:50 if the rear wheels start slipping. While a 0:100 split was possible, we chose not to.

One of our engineers summed it up this way: "The driver would not feel as secure if the system had a 0:100 front/rear split. And for us, in terms of technology, how would such a system deal with the time lag that always exists before torque is transferred to the front? What would happen when the wheels start slipping? This is why we believe that always sending a third of the torque forward will give a more reassuring feel. We're certain that the difference will become more than apparent on black ice."

The 33:67 split enhances cornering, eliminating the previous system's tendency to understeer. The Pajero actively turns inward to deliver neutral cornering, responding precisely and predictably to the driver's wishes. This enhanced 4H mode eliminates the need to switch back and forth between 2WD and 4WD for situations that demand the benefits of both, such as when cruising at high speeds on a rain-slicked highway.

## Super Select 4WD (SS4-II)

One of the previous model's most exciting—and beloved—features, Super Select 4WD (SS4) empowered users with the all-terrain dominance that defines the Pajero. From fording streams to safely cruising rain-slicked highways, SS4 did it all—even allowing shifting between 2WD and 4WD while on the fly.

But even with our greatest successes, Mitsubishi refuses to rest on our trophies. The new Super Select 4WD (SS4-II) features an electronically controlled transfer lever and high-range 4WD mode with variable front/rear torque distribution. SS4-II reflects our efforts to enhance all-terrain performance. It offers all the benefits of the original along with smoother, more effortless shifting, and a new standard in safety and performance.

over the previous system's bevel gears and fixed 50:50 split. The VCU transfers up to 50% of the torque to the front wheels if the rear wheels start losing traction. The centre differential locks for even more traction. These mechanisms are critical to the Pajero's excellent performance in demanding off-road conditions.

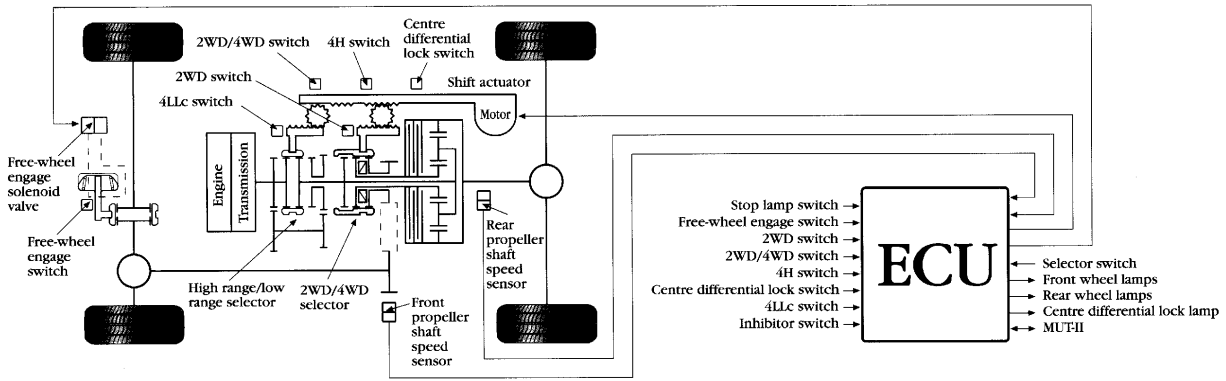
A 2WD/4WD selector and high-range/low-range selector allows drivers to choose the mode best suited to the situation. A new electronically controlled transfer lever makes these shifts more quiet and effortless than before. With SS4-II, the driver only needs to lightly engage the transfer lever. A built-in switch relays the driver's wishes to the control unit, which then relays the transfer position to the shift actuator.

We could have made transfers as simple as pushing a button, but as one of our engineers said, "we retained the lever because users feel that lever operation is more reliable and enjoyable." To prevent accidental operation, the lever needs to be pressed down before it can be moved forward or back.

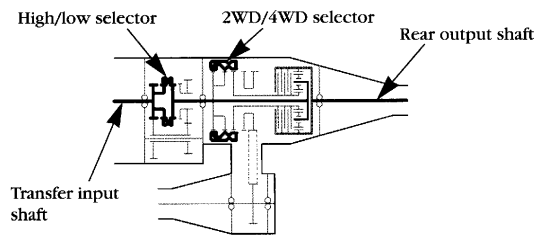




## SS4-II system schematics

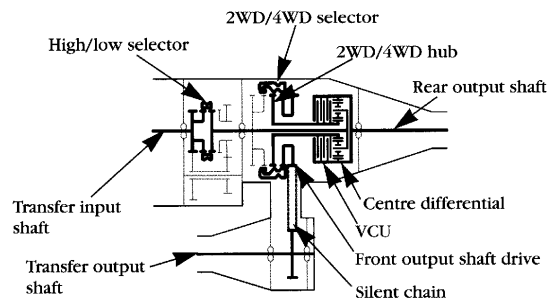


## SS4-II modes



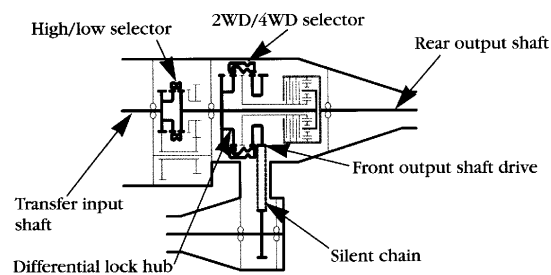
### 2H delivers smooth, quiet, economical performance ideal for ordinary urban or highway driving

In this mode, all power is transferred to the rear. The transfer position is high, and the VCU is not engaged. The free-wheel front differential enables switching from this mode to 4H with the flick of a lever at speeds up to 100 km/h, and back at any speed. While in this mode, negative pressure within the actuator keeps the front axle disengaged from the spinning central propeller shaft. As an added safety feature, the vacuum actuator will engage the front drive shaft for 4WD operation should its triggering valve fail or malfunction.



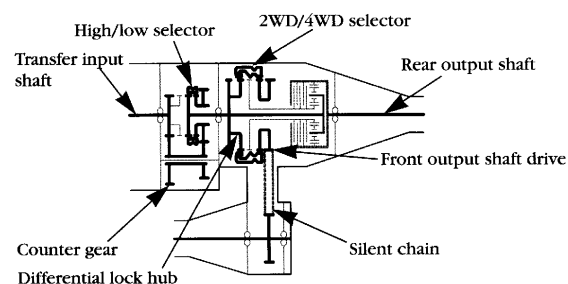
### 4H is ideal for safe, high-speed driving in variable conditions

In this mode, the front/rear torque split is 33:67, the transfer position is high and the VCU is engaged. If the speed differential between the front and rear wheels becomes too great, the viscous shear resistance and pressure within the VCU induce it to transfer up to 50% of the torque forward, via a 2WD/4WD hub and a linked plate chain. This mode provides the traction benefits of 4WD, while reducing the characteristic "braking effect" and understeer of 4WD systems. Transfer to 4HLC is possible up to 100 km/h and back at any speed.



### 4HLC provides traction on low-grip surfaces, such as sand and snow

This high-range 4WD mode with a locked centre differential eliminates any speed difference between the front and rear wheels. It sends power to the front, bypassing the VCU, via the differential lock hub and a linked plate chain. The chain's design ensures that it remains tight, without sagging or catching, for quiet, reliable operation. The locked transfer provides excellent traction, helping the Pajero bull its way through deep snow or mud. Transfer to 4LLc can only be done when the vehicle is stationary.



### 4LLc lets users traverse extreme terrain, such as snow-, mud-, or sand-covered slopes

In this low-range 4WD mode, the locked centre differential sends torque forward, bypassing the VCU, via a high-low transfer, counter gear, differential lock hub, and a linked plate chain. The transfer gear ratio of 1.900 is almost twice that of 4HLC mode. This mode's potent low-end traction endows the Pajero with excellent off-road mobility, so it can get into—and more importantly, out of—extremely difficult terrain.

### **Easy Select 4WD offers excellent off-road capability plus good on-road performance**

Easy Select 4WD is our economical alternative to SS4-II. Based on SS4 technology and sharing many of the same components, it offers much of the same all-terrain performance, convenience, and ease of use.

To reduce the number of components and simplify the system, we opted for three modes: 2H (2WD high-range), 4H (equivalent to SS4-II's 4HLc), and 4L (equivalent to SS4-II's 4LLc). The low-range transfer gear ratio is 1.925.

Like SS4-II, Easy Select 4WD has a front free-wheel differential that allows the driver to switch from 2H to 4H at speeds up to 100 km/h and back at any speed with just the press of a lever. Double-cone synchronisers in the 2WD/4WD selector facilitate smooth torque transfer and reduce shock. A

## Easy Select 4WD and differentials

For those preferring a more economical transfer system that still offers a high level of all-terrain performance, the Pajero is also available with Easy Select 4WD. Based on SS4, this part-time 4WD system uses the same front free-wheel differential that enables transfer between 2WD and 4WD while on the move. It also offers the two locked 4WD modes.

Both SS4-II and Easy Select 4WD can be fitted with either a rear differential lock that enhances rear wheel traction for extreme situations or a hybrid-type rear LSD that maximises the Pajero's on- and off-road performance.

reliable linked-plate chain delivers power to the central drive shaft of the front wheels, minimising the power loss caused by gear slippage and gear noise.

### **Front free-wheel differential allows on-the-fly transfer between 2WD and 4WD for both 4WD systems**

The synchronised front free-wheel differential is critical to the success of both SS4-II and Easy Select 4WD. It enables quick and easy transfer from 2H to 4HLc for SS4-II (4H for Easy Select) at speeds up to 100 km/h and back at any speed.

The free-wheel differential consists primarily of a splined dog clutch on the right output shaft and a two-way vacuum actuator. When 4WD is selected, a solenoid valve creates a vacuum within the actuator, locking the clutch and engaging the front axle to the constantly spinning front propeller shaft. For added reliability and safety, the clutch is disengaged when the solenoid valve is turned on and vice versa. Simply put, should the valve fail, the front wheels automatically engage for 4WD traction.

### **Rear differential lock frees the Pajero from extreme situations**

A rear differential lock—available for both SS4-II and Easy Select 4WD—significantly enhances the Pajero's ability to traverse severe terrain, such as deep mud, or to extract itself when one rear wheel completely loses traction.

The rear differential is an LSD fitted with torque-sensing helical gears. A separate air pump provides pneumatic pressure that locks the differential. It can only be engaged in 4HLc or 4LLc (4H or 4L in Easy Select) modes when the centre differential is locked.

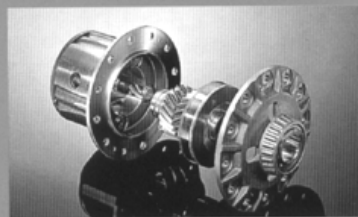
Should the Pajero become stuck because one rear wheel drops into a ditch or is spinning loosely in mud, the driver can lock the rear differential by simply pressing a switch in the cabin. The resultant 50:50 left/right torque split ensures half of the rear drive torque reaches the wheel that retains traction. Three of the four wheels then provide the traction needed to free the vehicle.

An ECU allows locking only at 12 km/h or slower. It automatically disengages the lock at higher speeds to prevent excessive transmission wind-up and tyre scrub/slip. It will also work with Multi-Mode ABS.

### **Hybrid-type rear LSD enhances on-road performance**

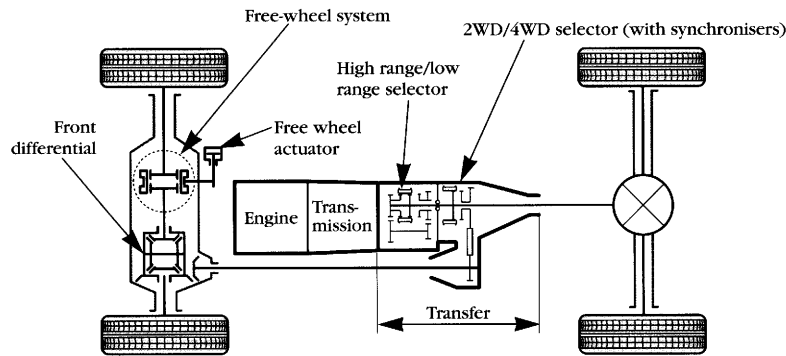
The hybrid-type rear LSD provides excellent response and allows fine corrections when cornering. While it improves all-round performance, it is particularly suited for high-speed driving.

This differential combines the rotation speed-sensing properties of a VCU with the torque-sensing properties of helical gears, offering the former's smooth, correction-free operation with the latter's quick response. The result is a safe, confident, comfortable ride.

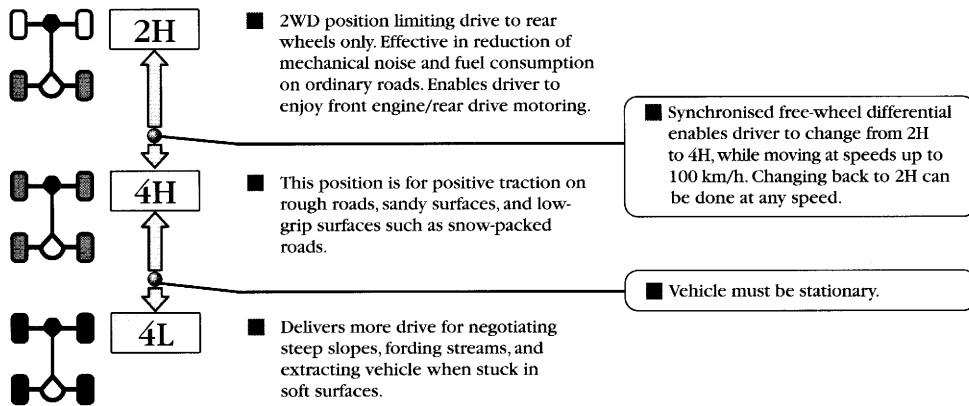


Hybrid-type rear LSD

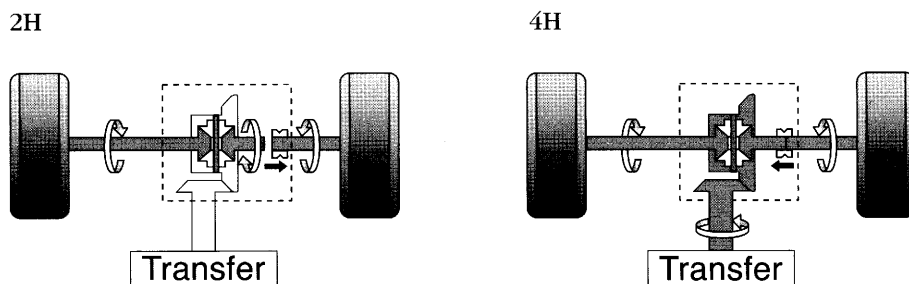
## Easy Select 4WD system schematics



## Easy Select 4WD modes



## Front free-wheel differential



### Higher rigidity, for superior handling

The powerful new Pajero gets much of its strength from its new monocoque body with built-in frame, which replaces the previous ladder frame-mounted body structure. In addition to providing high levels of comfort (see page 47) and safety (see page 49), the new body also makes possible higher levels of on- and off-road performance.

The body structure is based around a one-piece shell with high levels of bending and torsional rigidity, and incorporates the reinforcements shown on the facing page. By adopting this new structure and other measures, we managed to keep the body weight down, despite the larger overall dimensions, and lowered the centre of gravity by 50 mm.

Keeping the body weight down was not a simple matter. A body designer

### Improved response and cornering performance

To understand why we changed to a monocoque body, read what one of our product development engineers said.

"In addition to our two objectives of lighter weight and a lower centre of gravity, changing from a frame to a monocoque basically eliminates the negative effects that a time lag in response between the body and frame has on handling."

The difference between a frame and a monocoque body becomes apparent the moment the steering wheel is turned. With a traditional frame-mounted body, cornering causes the frame to start twisting before it is felt in the cabin. On the other hand, the monocoque body feels 'together' and offers linear response.

Put another way, the driver feels more in contact with the road because steering feels crisper and more responsive. Furthermore, the lower centre of gravity combined with the lower overall height and wider tracks translates into better cornering stability.

The higher body rigidity offered an additional benefit: more flexibility in the suspension layout and tunings, allowing the suspensions to realise more of their potential. The overall result is excellent handling and cornering stability.

### Long-lasting construction

To ensure excellent rust resistance, the exterior panels are made of rust-resistant galvanised steel, while high-contact areas are treated with wax injection, for outstanding durability even after tough off-road adventures.

## Monocoque body with built-in frame

Integral to the Pajero concept is a solid new monocoque body with a built-in frame. When combined with the all-wheel independent suspension system, it further advances the on- and off-road mastery synonymous with the Pajero. This unique combination in a 4WD vehicle delivers superior levels of performance and comfort.

The new body provides several benefits that are crucial to enhanced performance, including increased rigidity and a lower centre of gravity, as well as a higher level of safety. Our engineers' uncompromising dedication led to a well-balanced, yet highly durable body.

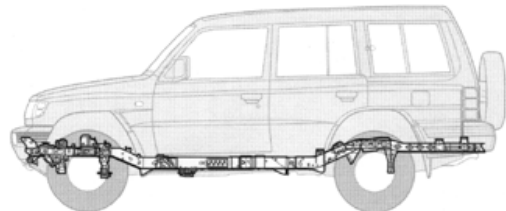
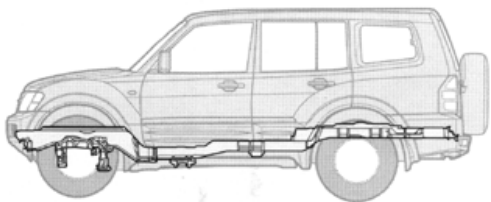
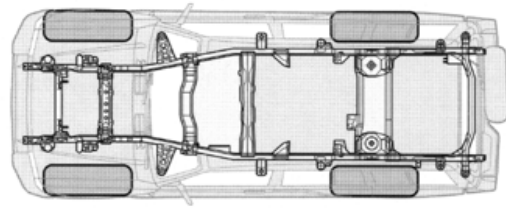
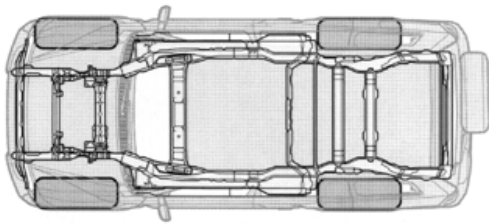
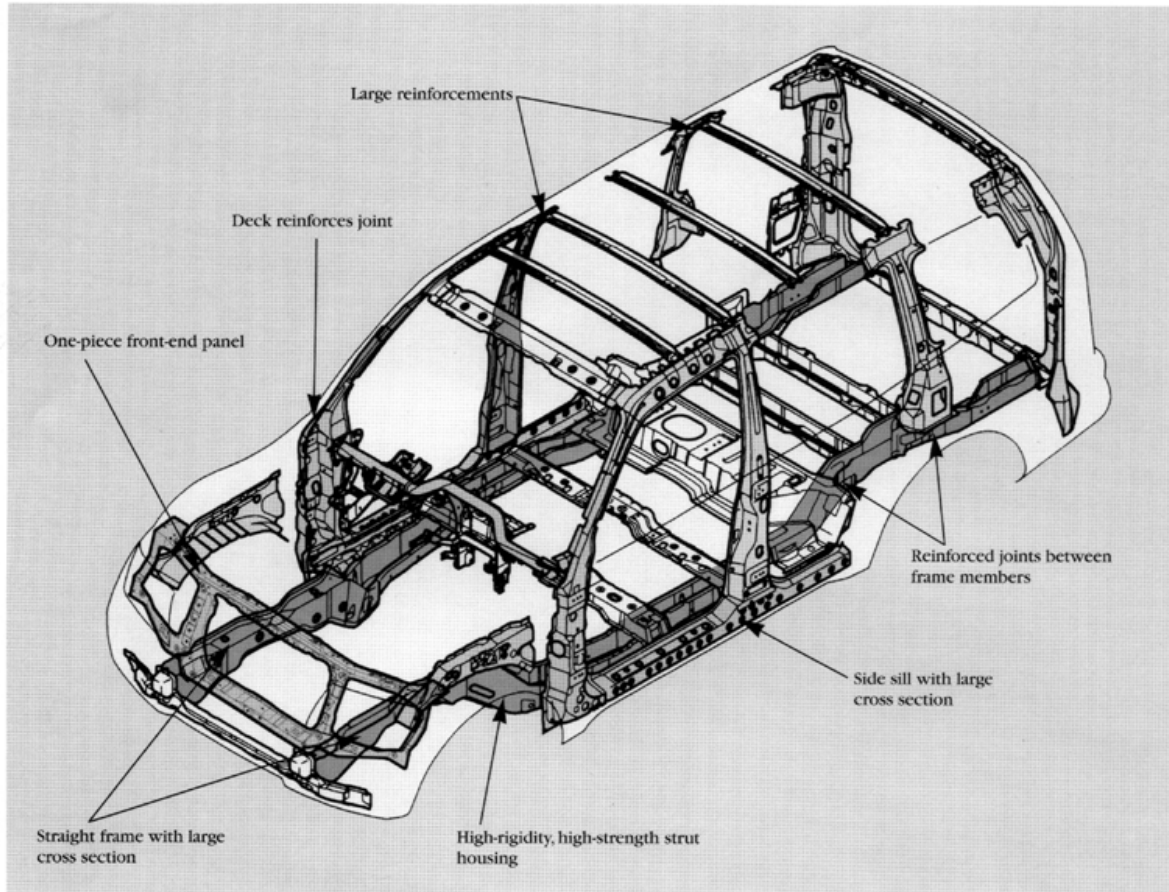
explains: "We checked each and every item, such as the frame components, layout, cross section size, to see if we could reduce its weight while retaining structural integrity. As a result, I believe we created an extremely good body that is suited for both handling and durability."

The larger upper frame and other measures ensure an extremely rigid body—both bending rigidity and torsional rigidity are three times higher than those of the previous ladder-mounted body—for superior handling performance.





## Monocoque body with built-in frame



**All-new Pajero (5-door)**

**Previous Pajero (5-door)**

### Front double wishbones with coil springs: outstanding comfort and reliability

The new Pajero's front suspension system improves on the fine handling and reliability of the previous one. For even better all-round comfort, we replaced the previous model's torsion bar springs with coil springs.

A chassis designer explains, "The front torsion bar spring of the previous system was compact, but it prevented front-rear movement. But with the new monocoque body, we were able to use coil springs even with the double wishbones. As a result, we were able to increase the suspension travel by 40 mm and give the suspension front-rear movement, for more comfort."

The larger overall vehicle size enabled us to increase the track by 95 mm to improve handling and stability. In addition to improving comfort,

## All-wheel independent suspension system

Tempered in the heat of off-road rallies throughout the world, the new all-wheel independent suspension system helps the Pajero deliver the on- and off-road mastery expected of a prestigious all-round champion.

The front double wishbones with coil springs and rear multi-link system, also with coil springs, complement the new monocoque body to confer superlative all-terrain roadholding and stability, along with a luxuriously supple ride comparable to that of a high-class saloon.

the longer suspension travel also enhances roadholding, stability on rough terrain, and the cornering limit. Combined with the new rack-and-pinion steering, the new suspension achieves a tighter minimum turning radius.

To improve high-speed cornering and handling stability, we adopted the wheel alignment shown below. The in-wheel kingpin axis reduces shimmy and kickback, and the minimal kingpin offset improves stability when braking. The new anti-dive and hop geometry minimises posture changes when braking and accelerating.

Like the rear, the front suspension is attached to a subframe to isolate vibrations.

### Rear multi-links with coil springs deliver superior all-round performance

For greater performance on road and off, we replaced the previous model's rigid 3-link suspension with considerably lighter, independent multi-links with coil springs. We also increased the suspension travel and track.

A product tester reports: "Roadholding and stability have amazingly improved, and the ride comfort is much better."

The independent layout reduces understeer and improves cornering stability, because both the body and wheels turn into the curve.

Though we chose the new system primarily for on-road comfort and stability, it also provides significantly better off-road performance.

The parallelogram geometry formed by the uneven upper and lower arms assures maximum tread contact and minimises camber and track changes on rough terrain. Moreover, the independent layout provides quicker response to the delicate foot pedal operation needed when wheel contact is uncertain.

In comparison tests with the previous system, the independent suspension was on average 8 km/h faster on sand and 20 km/h faster on dirt, confirming what the rally Pajeros have shown: aggressive off-roading demands independent suspensions. The improved grip provides the sense of security expected from a respected world champion.

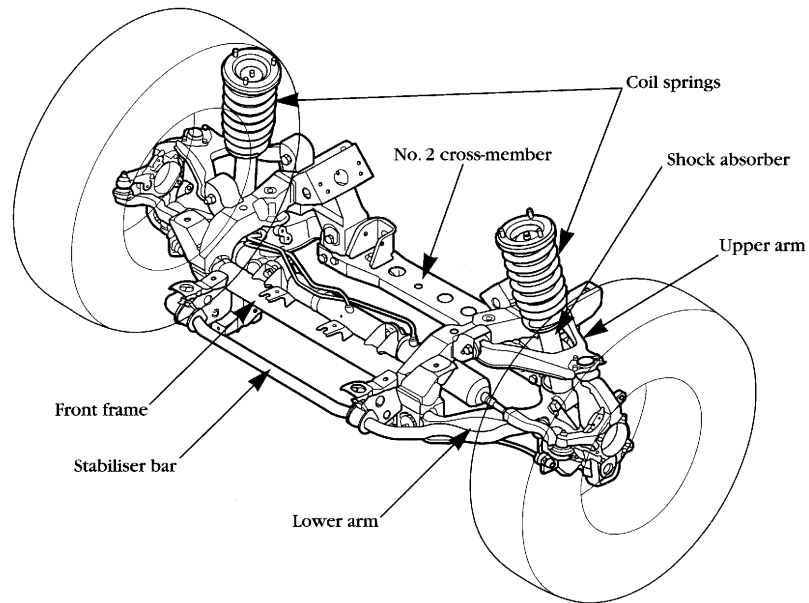
An independent system's demerit is that the suspension and rear differential are more likely to bottom out. To prevent this, we optimised the design, such as strategically placing the links, and took exhaustive measures to improve reliability, including maximising skid characteristics.

### Suspension specifications

	Front	Rear
Type	Independent double wishbones with coil springs	Independent, double wishbone-based, multi-links with coil springs
Camber angle	0° (0° 40')	0°
Caster angle	3° 50' (2° 50')	—
Toe-in	2.5 mm (3.5 mm)	3 mm (0 mm)
Kingpin offset	5 mm (20 mm)	—
Kingpin angle	11° 30' (14° 48')	—
Track	1,560 mm (1,465 mm)	1,560 mm (1,480 mm)
Suspension travel: bump/rebound	220 mm: 130 mm/90 mm (180 mm: 120 mm /60 mm)	270 mm: 135 mm/135 mm (240 mm: 120 mm/120 mm)
Roll centre height	120 mm (109 mm)	200 mm (361 mm)

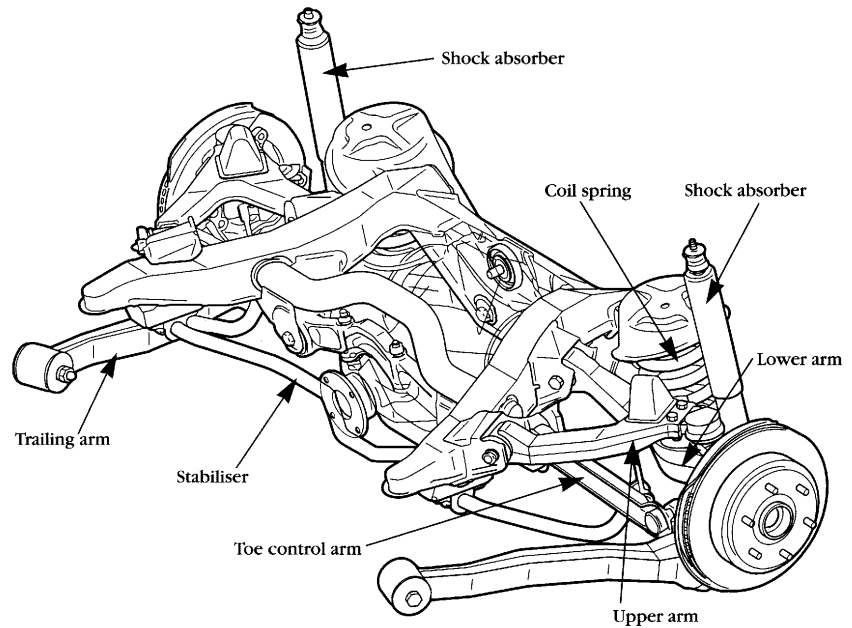
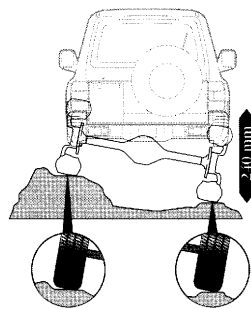
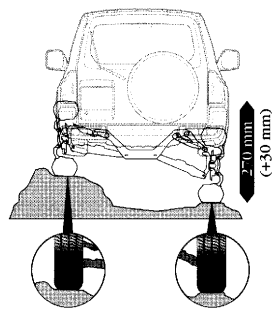
( ) Previous system of the GLS models

## Front double wishbone suspension with coil springs

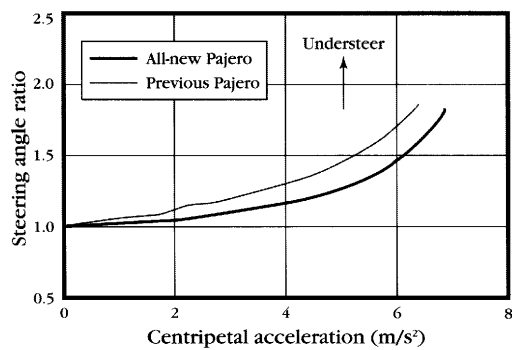


## Rear multi-link suspension with coil springs

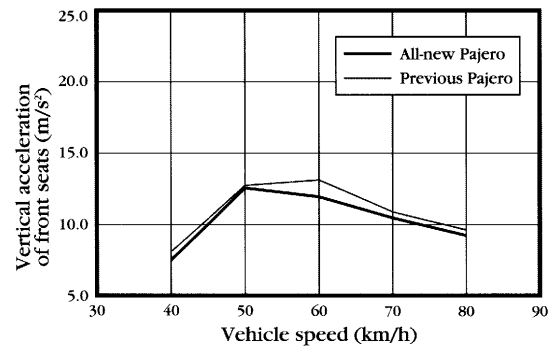
### Suspension travel



### Cornering performance



### Bottoming (vehicle stability on an undulating road)



### **Larger brakes enhance braking performance**

The new Pajero's larger brakes—16" front ventilated discs with 2-pot calipers, and rear 16" ventilated drum-in-discs—are more than sufficient to handle its more powerful performance.

Models without Multi-Mode ABS have a load-sensing proportioning valve.

### **New Multi-Mode ABS delivers controlled emergency braking in all situations**

Based on the highly acclaimed previous system that delivered sure emergency braking regardless of terrain, the enhanced Multi-Mode ABS now has a 4-sensor, 4-channel system in which all brakes are independently actuated to improve stability, particularly when cornering. The previous 3-channel system operated the rear brakes together.

## Braking system and Multi-Mode ABS

In keeping with Mitsubishi's constant push to improve and refine, the Pajero's new braking system combines components of proven reliability with engineering enhancements.

Larger brakes meet the demands of the Pajero's increased power. And the acclaimed Multi-Mode ABS (Anti-lock Braking System) now boasts four braking channels for controlled emergency braking, a new hydraulic brake booster, and an advanced EBD system.

The result is sure, controlled braking performance and feel in virtually any on- or off-road situation. The new Pajero has a shorter stopping distance, coming to a full stop from 100 km/h in 45 metres.

Setting Multi-Mode ABS apart from conventional ABS is its ability to provide controlled emergency braking even with locked centre and rear differentials.

Conventional ABS conflicts with a locked centre differential. Independently actuating the front and rear brakes causes the front and rear wheels to spin at different speeds. This is not a problem when braking in 2WD or unlocked 4WD because the centre differential will absorb the difference in wheel speeds. However, a locked centre differential cannot tolerate a major difference between the front and rear wheel speeds. Put another way, pairing conventional ABS with a locked centre differential will lead to transmission

wind-up, propeller shaft twisting, excessive vibrations, and ultimately reduced long-term durability.

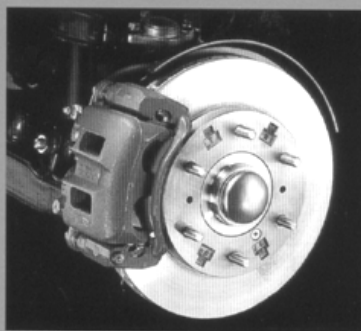
Multi-Mode ABS overcomes this conflict. During hard braking, the braking ECU monitors the speed of each wheel. If it determines that juddering is likely, it will modulate the rear braking pressure to align the front and rear wheel speeds. This reduces wind-up and propeller shaft twisting, while still providing shorter stopping distances and helping the driver keep control of the vehicle.

When the rear differential is locked, Multi-Mode ABS matches left and right rear braking pressure to prevent rear drive shaft twisting and excessive wear. For quicker recovery, it also increases the release rate of the rear braking force, offsetting the rear wheel's tendency to lock up. This will slightly increase braking distance, but because the rear differential can only be engaged at 12 km/h and below, retaining vehicle control is more important at that speed rather than reducing the braking distance.

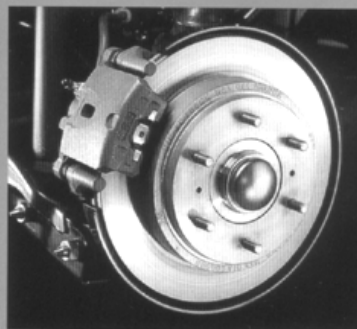
Multi-Mode ABS is fitted with a hydraulic brake booster, in place of a vacuum-actuated booster. The booster enhances response during hard or sudden braking, helping ensure stable, powerful braking pressure in all situations.

Working with the ABS computer, EBD (Electronic Brake-force Distribution) evenly modulates each channel's braking pressure to deliver ideal braking force regardless of load or surface conditions.

Integrating the hydraulic brake booster, EBD, and Multi-Mode ABS simplified the braking system, reducing the number of components.

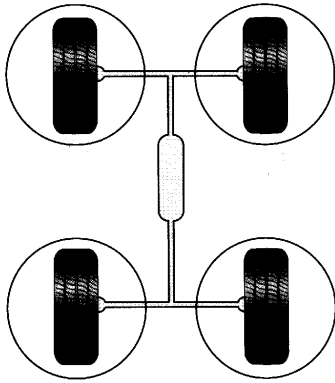


Front: 16" ventilated discs



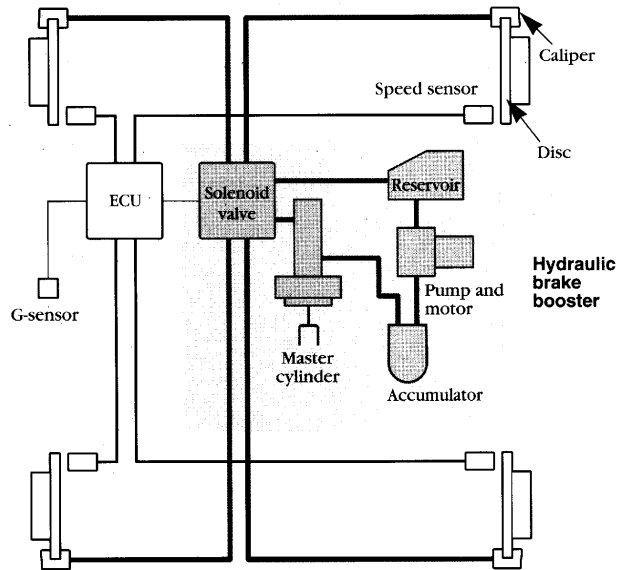
Rear: 16" ventilated drum-in-discs

## Multi-Mode ABS system

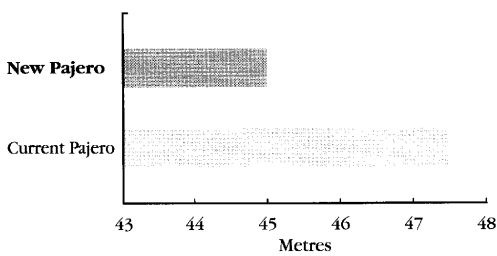


All four brakes are engaged independently to enhance cornering stability.

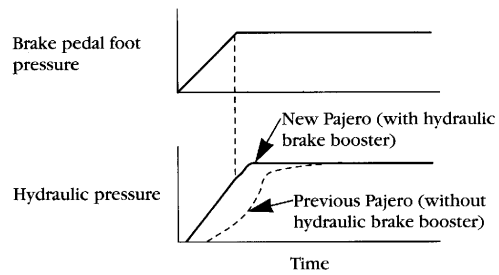
## Multi-Mode ABS schematics



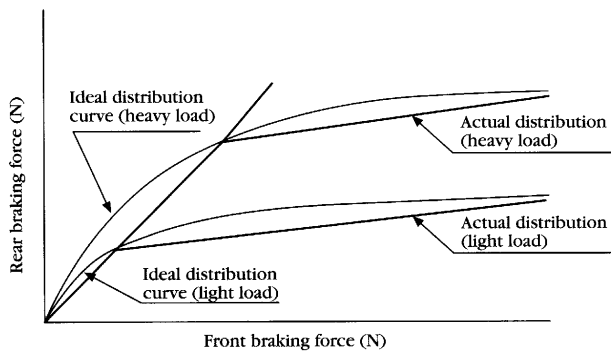
## Stopping distances from 100 km/h



## Hydraulic brake booster response



## Electronic Brake-force Distribution performance





# All-terrain mastery

While the all-new Pajero offers the sumptuous comfort of a prestigious saloon, its true strength is its mastery of virtually any terrain.

The vehicle was kept as light as possible, and the centre of gravity was lowered, while components and systems were selected and tuned to provide superior all-round performance.

Off road, the new Pajero continues to demonstrate the rugged prowess that dominates rallies worldwide. On road, the new Pajero is well-mannered, offering supple ride comfort and smooth response. Strength with gentility—the substance of excellence.

## **Dedication to small details leads to a comparatively lightweight body**

Despite its larger dimensions, the new Pajero has a relatively light specific gravity. The weight reduction measures combine with the powerful engines and better aerodynamics to improve both acceleration and fuel economy.

Keeping the weight down may seem simple, but we did not want to achieve it at the expense of structural integrity.

A chassis designer explains the challenges: "We had no choice but to examine each and every component that had any weight reduction potential. There is no one method of significantly improving fuel economy."

The suspensions' lower arms use a closed section design to reduce weight and increase durability.

Other weight reduction measures include lightening the engine as much

as possible; adopting a lighter steering system, aluminium differential covers, and lighter brake calipers; and extensively using high-tensile steel and resin components.

## **Centre of gravity lowered by 50 mm for improved athleticism**

Rather than suppress body roll with extremely rigid stabilisers, we lowered the centre of gravity for a flat ride, high-speed cornering stability, and excellent off-road performance.

A product engineer explains the efforts to lower the centre of gravity: "To lower the engine, we had to shift the front differential outwards. Through extensive trial and error, we determined the front differential's thickness and material, the shape of the engine's oil pan, and such. Indeed, it was often a matter of millimetres."

The new monocoque body, new suspensions, wider tracks, lower overall height, redesigned underfloor layout, and engine design all contribute.

In the end, we were able to lower the centre of gravity by 50 mm, while actually raising the ground clearance. The result is outstanding handling and cornering performance.

## **New rack-and-pinion steering improves on-road response**

The new rack-and-pinion steering system with a variable gear ratio delivers more responsive on-road handling than the previous ball-and-nut system. It also makes U-turns much easier.

Though the lock-to-lock distance remains the same, the steering speed is higher. As a result, the wheels turn more with the same steering effort.

A rack as thick as trucks' helps provide the durability needed for aggressive off-roading. And in a first for Mitsubishi, a one-way hydraulic valve isolates kickback on rough roads.

## **Improved off-road performance**

Despite striving for higher levels of sophistication, we still considered the Pajero's off-road performance and durability to be very high priorities.

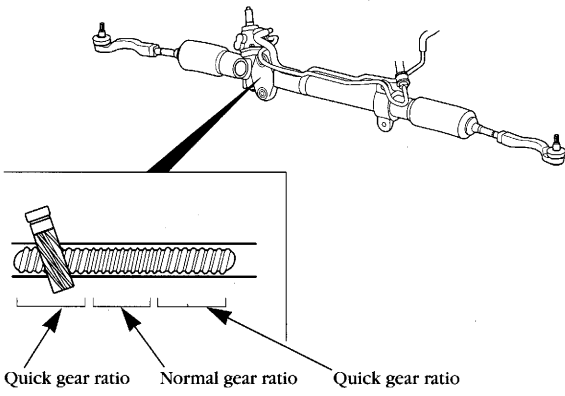
A chassis designer explained, "There are Pajero users who rely on 4WD in their daily lives. The Pajero concept is not about managing to get somewhere because you felt adventurous. Rather, it is about always getting to your destination."

The new Pajero can conquer territories once considered unreachable, thanks to the new engines, rear independent suspensions, and lower centre of gravity.

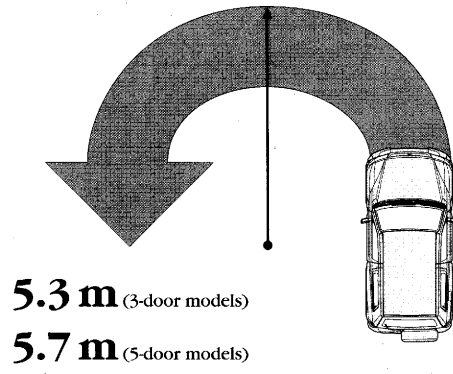
Despite its lower floor height, the new Pajero has higher ground clearance. The transmissions and fuel tank are as flat as possible. The fuel tank features an internal reservoir cup that allows the Pajero to climb steep hills when fuel is running low.

The new Pajero can ford streams up to 600 mm deep at approximately 5 km/h. New wading measures for the diesel models include a front air-intake system, which replaces the previous fender-through air intake. The new system reduces emissions and increases torque. Its cyclone-type air-cleaner uses a propeller that generates a vortex through which air can flow, but which greatly reduces dust and water. Other wading measures include locating the air-conditioner's electrical components and the differential's breather intakes more than 600 mm above ground.

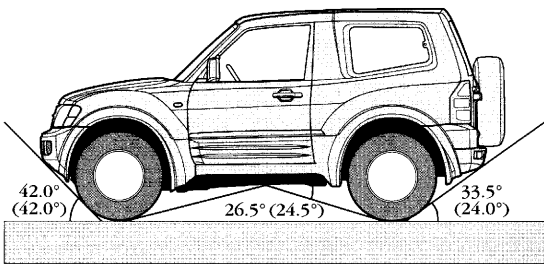
### Rack-and-pinion steering



### Minimum turning radius

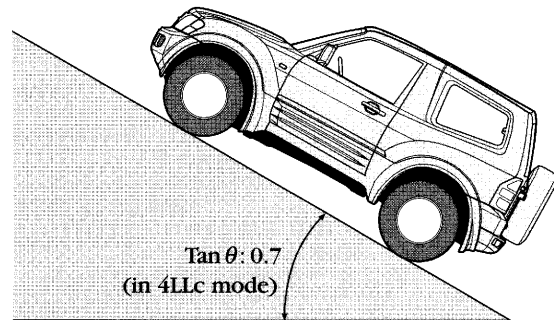


### Approach/departure/ramp break-over angles

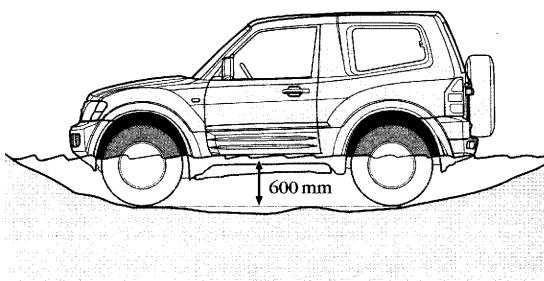


( ) Figures for 5-door models

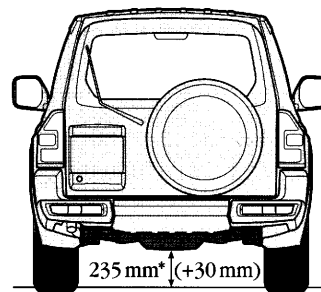
### Maximum climbing ability



### Wading depth



### Ground clearance



\*225 mm for DI-D models  
( ) Compared to the previous model



# *Gentility* *of the Pajero*

*The Pajero exhibits gentility in both senses of the word:  
it's gentle to both the people inside and the environment outside,  
and it's also gentle, with the prestige and sophistication of excellent breeding.  
Drivers and passengers alike will appreciate the luxurious fittings, more reminiscent of a first-class saloon.  
But the Pajero is not a saloon; it also provides the excellent utility and  
versatility expected of a leader among SUVs.  
With its balanced dimensions, intelligent interior fittings, and comprehensive array of safety features,  
the new Pajero's smart design offers its well-deserving driver and passengers  
luxurious comfort and stress-free travel.*





## Exterior and interior dimensions

Technical advances in the body design, engines, and suspensions allowed us to make the new Pajero considerably wider and longer, with no sacrifice in its ferocious performance or environmental responsibility.

Not only does it provide a more spacious, comfortable interior; it also makes an even more impressive statement. Its athletic low-and-wide stance promises stability and agile manoeuvrability.

Despite the higher ground clearance and lower overall height—made possible by the monocoque body with built-in frame—the lower floor height allows easier access and a generous, user-friendly interior more like a luxury saloon than an all-terrain dominator.

### **Adventurous 3-door or prestigious 5-door**

The 3-door model entices users to take advantage of its superior manoeuvrability and utility. This agile short-wheelbase model will be attractive to those who see a road where others see only wilderness. Its larger side doors enhance rear seat access.

The prestigious 5-door model with its long wheelbase emanates high quality and comfort. With 3rd-row seats and generous cargo room, the 5-door Pajero is ideal for families or business people who need maximum space to carry their gear.

### **Larger exterior projects a more commanding, sophisticated presence**

With its significantly increased width and length, the all-new Pajero makes an immediate, powerful impression. Its

1:1 height/width ratio, made possible by the lower overall height, gives the admirer an impression of sleek, muscular substance.

A product developer explains the reasons for the lower overall height: "We initially wanted to lower the 5-door Pajero's height from 1,900 to 1,850 mm to minimise the possibility of roll-overs, ease parking in garages with low ceilings, and achieve a lower centre of gravity. We also wanted a low and wide profile with a 1:1 height/width ratio, both to increase stability and to create a size that's suitable for people throughout the world."

The motivation was—of course—enhancing performance, but as a side benefit, the lower, sleeker profile and low belt line create a prestigious look of athleticism and urbanity.

Drivers will enjoy the view afforded by the high eye-point. We lowered the bonnet height and configured the fenders to further improve visibility.

The increased length is primarily due to the longer wheelbase. A motor sports researcher explains: "To ensure handling stability, and to be able to use a centrally positioned fuel tank, which is much safer, we believed the

wheelbase had to be longer. The product development team consulted us on how long the wheelbase would need to be for both stability and manoeuvrability. From our experience in the Paris-Dakar Rally, we proposed between 2,600 and 2,700 mm."

Despite the larger dimensions, the new 5-door Pajero has a smaller turning radius, thanks to the new steering and suspension systems, so its manoeuvrability is better than ever.

### **Larger interior provides greater luxury and utility**

As soon as they sit down, the driver and passengers will all appreciate the increased shoulder room provided by the wider interior. They will also enjoy increased head room despite the lower overall height. The monocoque body with built-in frame plays a role because its configuration and the peripheral location of the frame afford a 50-mm lower floor height.

The lower floor also eases entry and exit, despite the higher ground clearance. The driver and front passenger will enjoy more leg room, courtesy of the longer wheelbase. The spacious comfort will have occupants believing they're in a luxury saloon, until they go somewhere a saloon cannot: off road.

The larger interior also provides more space for leisure gear, or for commercial applications. The rear cargo room is significantly longer, especially in the 3-door model, adding to the utility. Despite the independent rear suspensions, the cargo room still allows golf bags carrying 46–47-inch clubs to fit sideways.

The lower floor height afforded by the monocoque body also simplifies loading of bulky or heavy cargo.

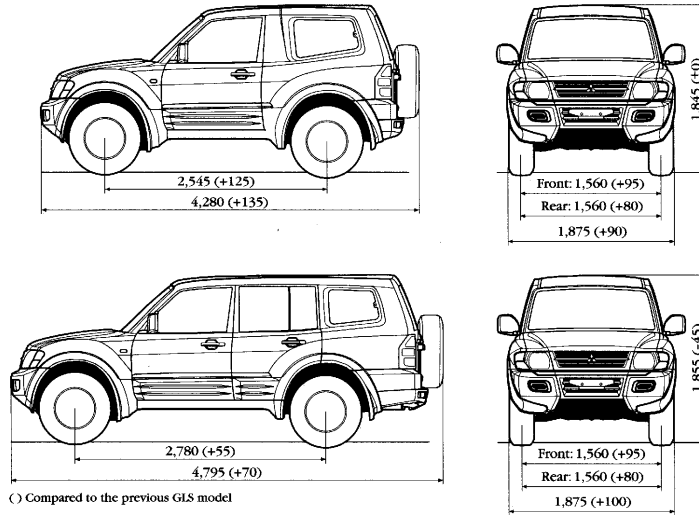


Despite higher ground clearance, the floor height is lower for easier access.



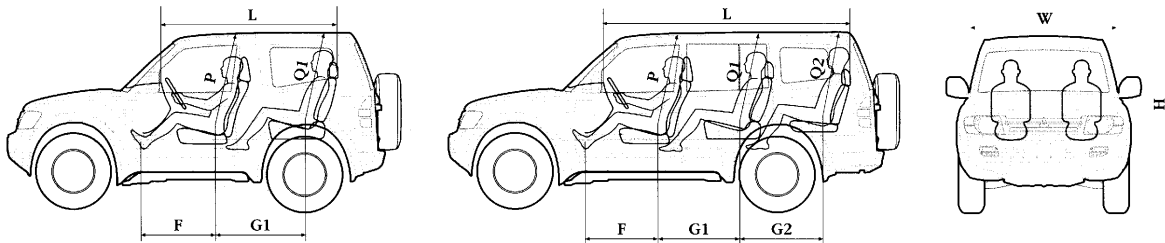
## Dimensions

### Exterior dimensions (GLS)

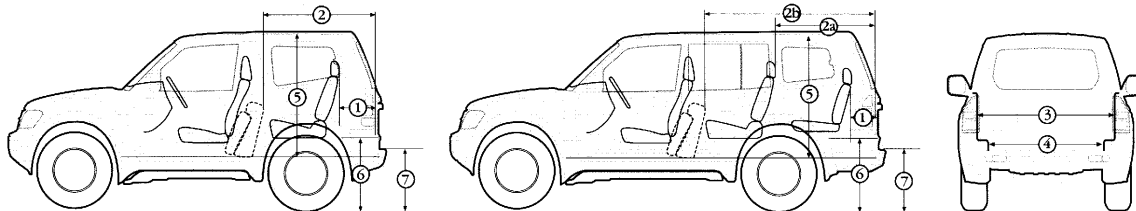


Unit: mm

### Interior dimensions



### Cargo room dimensions



Unit: mm except where indicated

Measurement	Key	3-door	5-door
Interior length	L	1,820 (+135)	2,530 (+60)
Interior width	W	1,520 (+110)	1,520 (+110)
Interior height	H	1,235 (+25)	1,235 (-10)
Brake pedal room	F	895 (+60)	895 (+60)
Front head room	P	950 (+10)	950 (+50)
2nd-row hip point to front hip point	G1	820 (±0)	820 (±0)
2nd-row head room	Q1	920 (+50)	920 (+50)
3rd-row hip point to 2nd-row hip point	G2	—	750 (±0)
3rd-row head room	Q2	—	860 (-20)
Cargo room capacity (VDA)*		1,293 litres (+386 litres)	1,700 litres (+194 litres)
Cargo room length	W/rear seats	1	355 (-10)
	W/2nd-row seats folded up	2	1,010 (+185)
	W/o 3rd-row seats	2a	—
	W/o 3rd-row seats and 2nd-row seats folded up	2b	—
Cargo room width	Max.	3	1,400 (-35)
	Min. between wheelhouses	4	1,030 (+50)
Cargo room height	5	1,105 (+20)	1,105 (-30)
Cargo room floor height	6	710 (-50)	710 (-50)
Bottom of cargo room opening from ground	7	650 (-50)	650 (-50)

( ) Compared to the previous GLS model \*From cargo room floor to ceiling, w/o 3rd-row seats and 2nd-row seats folded up.

## User-friendly utility

Superior versatility and utility have always been important benefits of the Pajero. There are high expectations for the new model, and the all-new Pajero doesn't disappoint. The smart design of the interior takes advantage of the increased dimensions to provide more luxury, comfort, and utility.

The redesigned seating system is more user-friendly because it offers more configurations that are easier to arrange. Owners of the 5-door model will love the way the 3rd-row seat stows under the floor or detaches completely for more space.

And with the new Pajero's many storage compartments, there's a convenient place for just about everything.

### **More seating configurations for both 3-door and 5-door models**

To further the benefits of a more spacious interior, we enhanced the seating system to offer significantly more utility and ease of use. To begin with, we widened and lengthened the seats.

Both of the separate front seats have slide and recline functions so the driver and front passenger can sit just the way they like. The 3-door model's passenger seat is fitted with a walk-in system that tilts and slides the seat. Combined with the longer side doors, it eases rear seat access.

The 2nd-row seating was significantly changed to enhance utility, comfort, and convenience. Tumbling or folding the smaller seat of the 6:4 split seats allows storage of long items, like skis, while still seating four.

Because there's no centre seam, the rear centre passenger can sit much more comfortably.

The 6:4 split also enabled an ingenious centre armrest with integrated cup holders for the 5-door models. Simply pulling down the centre portion of the seatback creates the armrest. Pulling the tab at the front of the armrest reveals two cup holders. The outer portions of the seats are equipped with seatbacks that move in or out, enhancing comfort and making the seats easier to fold fully flat.

The 3-door model has armrests with cup holders built into the outer portions of the seatbacks.

The 2nd-row seats' independent tumble, folding, and reclining functions make them easy to configure. Built-in gas dampers make it almost effortless to tumble the seats out of the way for increased cargo space or easier access to the 5-door's 3rd-row seat. Flat seat cushions simplify fitting child seats.

The first two rows of seats (except the front power seats of the 3-door model) fold completely flat, creating a comfortable surface for lounging or sleeping during the long trips that Pajero owners love to take.

### **5-door model's 3rd-row seat stows under the floor or detaches for more space and improved rear visibility**

A key new interior feature of the 5-door model is the 3rd-row bench seat that replaces the previous jump seats. It can be conveniently stored in the underfloor compartment, or completely detached and left home if the compartment is needed, for more cargo space and increased rear visibility.

Its smart design was made possible by the monocoque body, and by placing the fuel tank safely between the axles.

### **Cargo room's smart design enhances ease of use**

The increased utility of the cargo room begins with considerably longer dimensions (see previous page). Despite the higher ground clearance, the cargo room floor height is 50 mm lower at 710 mm. The low, flat floor simplifies loading and unloading. Four sturdy hooks help secure loose items.

The 5-door model has a deep underfloor compartment, made possible in part by the elimination of the ladder frame. The 3-door model also has an underfloor compartment for added utility.

The tailgate is equipped with a tailgate pocket and a detachable full tool set with pocket light. This pocket can store an emergency triangle or the removable headrests.

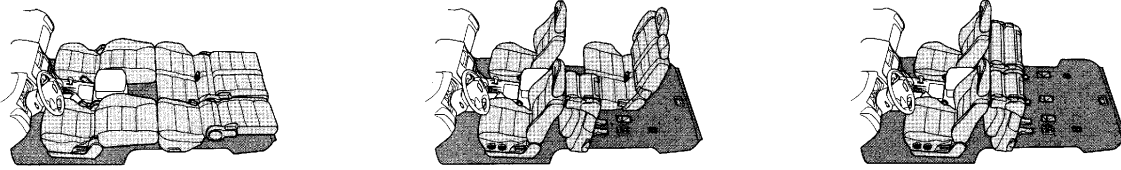
### **Numerous storage compartments keep oft-used items close at hand**

The instrument panel boasts numerous handy storage compartments, including an upper glove box, a huge, lockable lower glove box, and upper and lower console boxes.

The large floor console box has a unique lid that serves as a centre armrest and slides to match the seat position. It also opens to the rear to reveal a lower box and an upper tray that clips to the lid. An internal accessory socket provides power for mobile phones and other electronic devices.

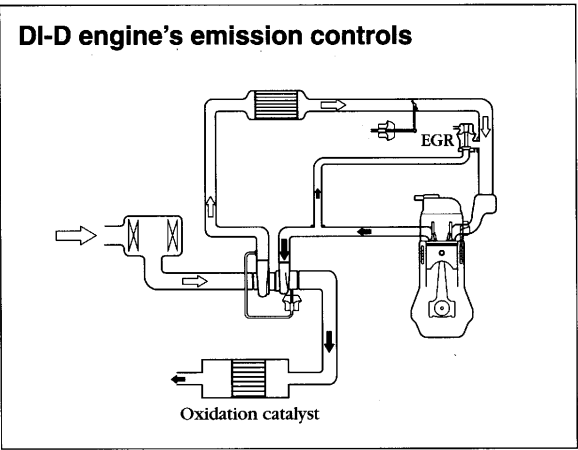
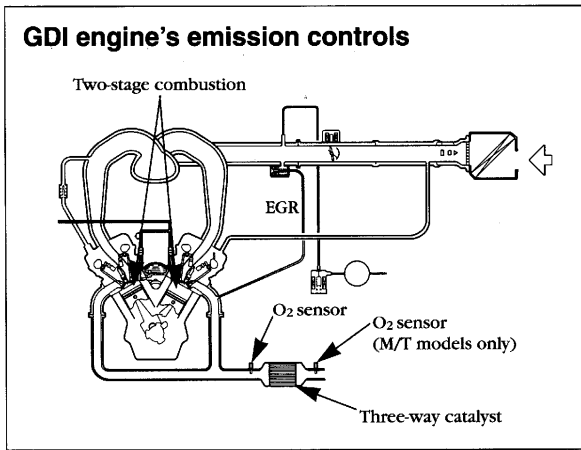
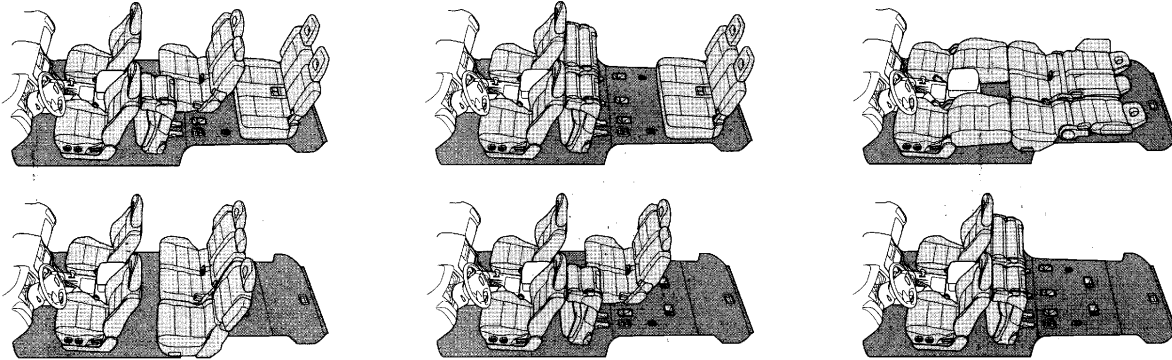
### 3-door seating arrangements

With the fully flat seating function (not available on models with power seats) and 6:4 split rear seats, the 3-door Pajero brings utility and comfort to the great outdoors. One or both of the rear seats can be tumbled out of the way for even more space.



### 5-door seating arrangements

The 5-door model is perfect for carrying the whole family and a mountain of leisure gear. With the 6:4 split 2nd-row seats and detachable (or storable) 3rd-row seat, the luggage room combinations are endless.



### **A luxurious cockpit that welcomes the driver into functional elegance**

Upon sitting down, the driver is immediately wrapped in luxury. And it doesn't take much longer to be impressed by the cockpit's ease of use.

The dimpled finish used on high-contact areas is soothing to the touch, while the geo-mechanical design reinforces the functional elegance.

The instrument panel boasts slash padding and wood-print panels, for rich textures and an aura of calm. To maintain this calming effect, the surface layer of the passenger's SRS airbag container and the upper glove box is smooth and continuous. The benefits are more than psychological—the instrument panel's smooth contours reduce the possibility of minor injury when bouncing around off road.

On the aesthetically pleasing wine-

### **Ideal driving position provides both comfort and safety**

An ideal driving position provides more than a relaxing ride: it's much safer, particularly off road.

The new Pajero's tilt-adjustable steering column, height-adjustable seat-belt anchors, and driver's seat with multiple adjustments ensure a comfortable, snug fit. This reduces the possibility of the driver bouncing into the steering wheel or headlining while off-roading, and also minimises the chance of pressing the wrong pedal or lever.

On all models, the driver's seat has recline and slide adjusters and a height-adjustable headrest. Select 3-door models also boast sporty seats with dual height adjusters that allow 30-mm front and rear adjustment.

The available 4-way power seat offers 50-mm adjustment, as well as power recline and slide. People in colder areas will love the available seat heaters.

Front suspension seats are also available. With this system, each seat rests on a pantograph frame with a coil spring and shock absorber; the damping rates are adjustable. These seats isolate bumps and jolts, providing a smoother ride for the driver and front passenger during aggressive off-roading.

### **Centre display shows all the necessary information at a glance**

The easily visible centre display is another utility-enhancing feature new for the Pajero. The easy-to-read, black-and-white LCD shows time, external temperature, air-conditioner information\* (fan strength, airflow direction, and temperature setting), RDS\*\*, and audio information\*\*. The GDI model's displays more, showing the average speed\*\*, average fuel consumption\*\*, and potential cruising distance\*\*. The diesel model's shows the current date.

\* Available only with fully automatic air-conditioner.

\*\* Available only with genuine audio system.

## Driver-friendly cockpit

The consummate driving experience starts from the ergonomically designed cockpit—an integral part of the new Pajero's smart design.

The more spacious interior creates an executive atmosphere of prestige and command. With more room to stretch, the driver will enjoy both coasting through city streets and trekking in the woods in sumptuous comfort.

The harmony between the sophistication of a luxury saloon and the Pajero's traditional all-terrain dominance is reflected in the intelligent design of the instrument panel. The meters and switches are laid out for excellent visibility and ease of use, for stress-free travel on and off road.

red meter panel, each back-lit meter and gauge is housed in a separate circular display, reinforcing the rugged off-road image. The tachometer houses the GDI ECO lamp on GDI models, and the gear position indicator on models with automatic transmission.

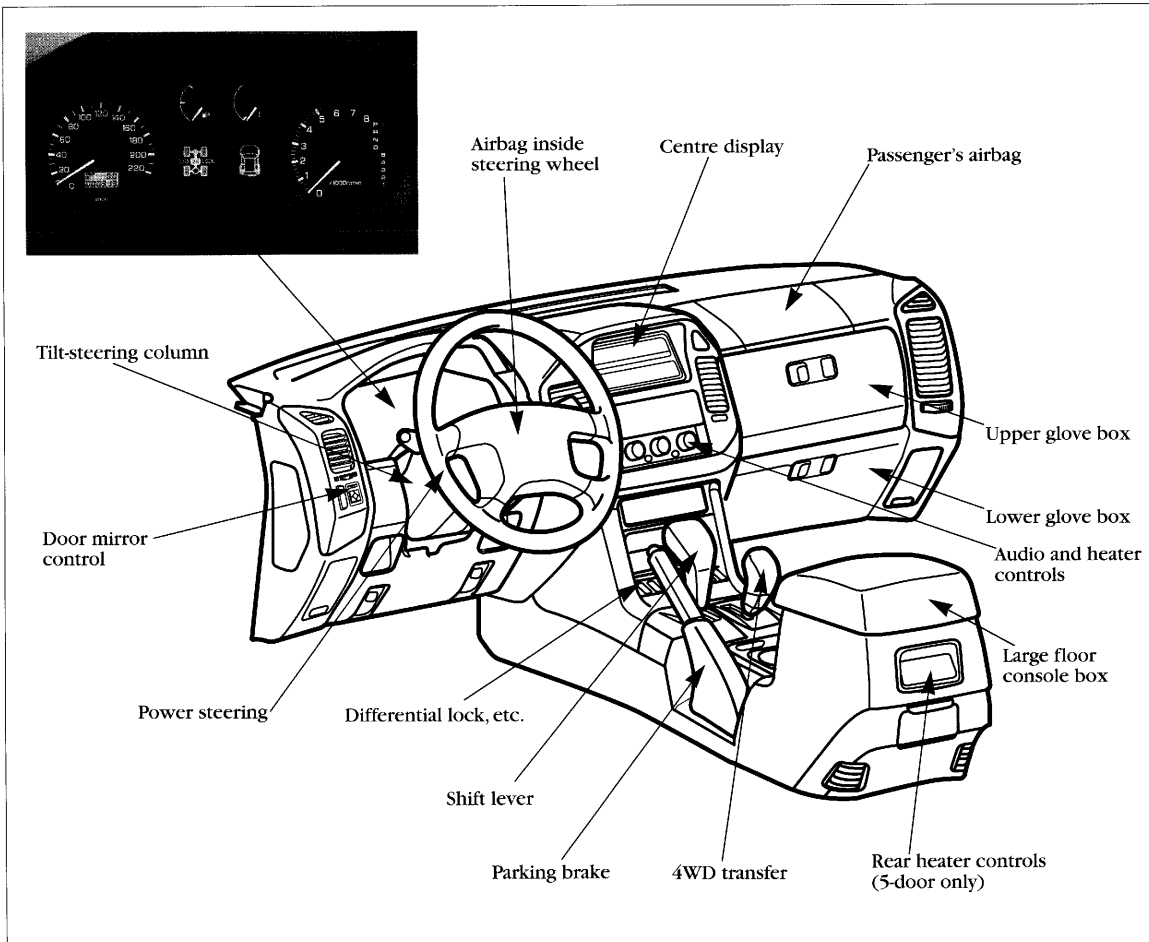
### **Consolidated controls allow the driver to concentrate on driving**

Our human-factors engineers carefully considered the position of each control, to allow intuitive no-look use and prevent mistaken operation during aggressive off-roading.

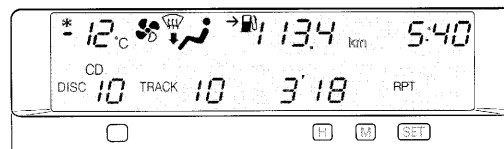
The large floor console houses the gearshift, 4WD transfer, and parking lever. The layout combines the efficient functioning of a 4WD vehicle with the refinement of a prestigious saloon. Though close enough for ease of use, the levers are far enough apart to reduce the possibility of the driver grabbing the wrong lever.

The climate control dials are large for quick, no-look adjustment. And the switches for the cruise control, central door locking system, and available electronically controlled door mirrors are all conveniently located.

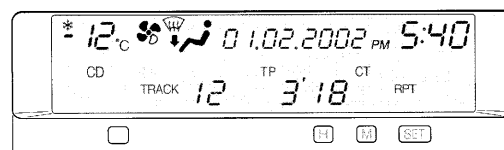
## Instrument panel



## Centre display



Black-and-white LCD of petrol models



Black-and-white LCD of diesel models



### Attention to details throughout reduces noise and vibration

The new Pajero's significantly quieter and smoother ride begins with the unique combination of a highly rigid monocoque body with independent all-wheel suspensions.

The body's significantly higher torsional and bending rigidity reduces creaking caused by flexural vibrations. Increased rigidity also helps the independent all-wheel suspension, particularly the coil springs, realise more of its potential. The subframes further isolate vibration.

A function tester explains the suspension settings: "We sought a comfortable, flat ride—one that wasn't too springy, but also didn't feel hard. The upper part of the springs is somewhat heavy, but the lower part is light and responsive."

## Luxurious ride comfort

The Pajero's highly civilised on-road manners may surprise those who cherish it for its off-road domination.

Our engineers worked assiduously to reduce noise and vibration, and took every other step necessary to ensure a smooth, luxurious driving experience.

The unique combination of the highly rigid monocoque body with built-in frame and the independent all-wheel suspensions ensures smoother, quieter travel. Extensive use of silencers and vibration-absorbing materials, as well as refinements to the engine, chassis, and drivetrain also contribute to the luxurious ride comfort.

To reduce the high-frequency noise of a monocoque body, foam filler was sprayed inside the pillars. Transmission of engine noise is reduced by liquid-filled engine mounts, vibration-suppressing dashboard panel, bonnet and dashboard insulators, and optimised dashboard panels. Also, the heater and centre duct are integrated.

The engines, transmissions, and transfers have been designed to operate as smoothly and as quietly as possible.

### Luxurious touches befitting a prestigious flagship model

Anticipating the look of the near future, the new Pajero's interior design adds refreshing elements to a rugged basic form. Careful attention to materials and overall atmosphere creates an interior that radiates luxury.

Some of the sumptuous appointments available include wood-print centre panels, leather seats, and a leather-wrapped steering wheel or wood and leather steering wheel.

The high-quality cloth door inserts are both visually pleasing and soft to the touch. For a more personal driving experience, owners of the 5-door model can choose between beige or grey trim. The dimpled finish used on high-contact areas looks and feels good, reinforcing the functional elegance.

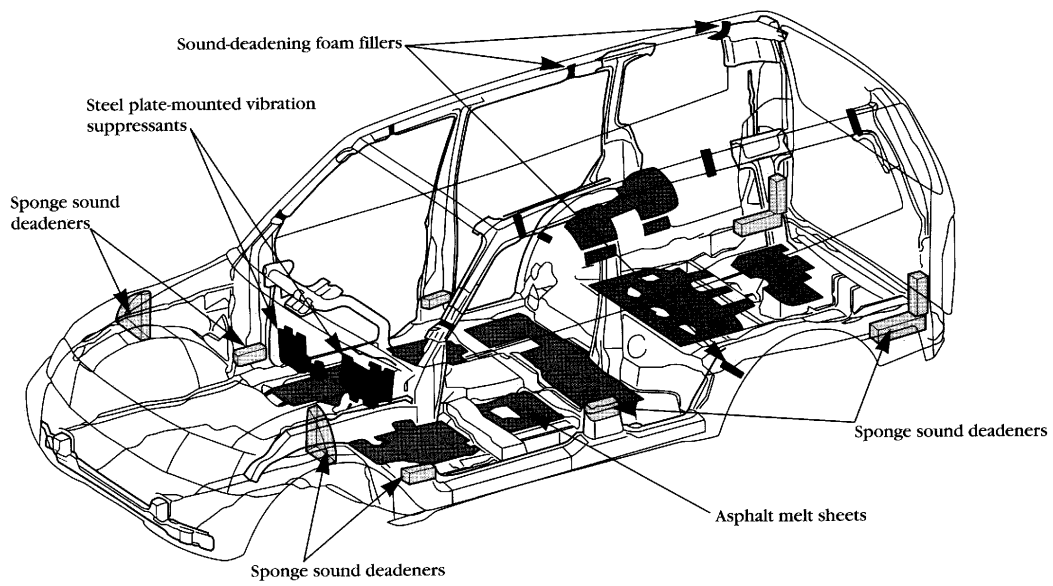
All seats provide full support and are upholstered with high-quality fabrics, which can be changed to leather if desired. The leather seats are new for the 3-door model. All seats are equipped with adjustable headrests, and the front and 2nd-row seats have recline adjusters.

The climate control systems ensure a pleasant interior for all. Second-row heater controls on select 5-door models provide the right warmth for rear passengers. And the fully automatic or manually controlled air-conditioners keep the interior refreshingly cool on hot days.

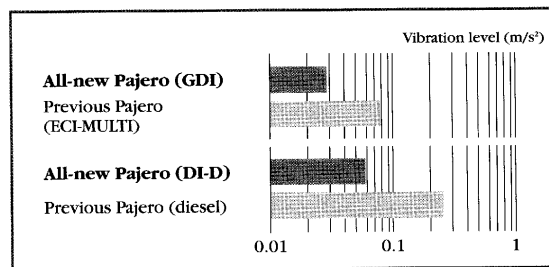
### Noise- and vibration-reducing measures

Part	Measure	Effect
Body	Foamed filler inside pillars; sound absorbers in inner trim; sponge-type deadeners at pillar bases	Deaden high-frequency noise
	Vibration-suppressing dashboard panel; bonnet and dashboard insulators; optimised dashboard panels	Reduce transmission of engine noise
	Increased floor panel rigidity	Reduces floor vibrations
	Vibration-suppressing floor materials	Reduce road and drive train noise
Engine	Larger air-cleaner; optimised resonator	Reduce intake noise
	Larger muffler; low-movement exhaust hanger springs	Reduce exhaust noise
Chassis	Liquid-filled transmission and engine mounts	Improve ride comfort; reduce transmission of engine vibration
	Dual-isolation transmission mounts	Reduce power plant vibration
	Optimised spring rates of rear differential mounts	Reduce transmission of power plant vibration
	Suspension subframes	Reduce road vibration
Drivetrain	Constant velocity joint on rear propeller shaft	Reduces drive train vibration
	Power plant dampers	Reduce power plant vibration

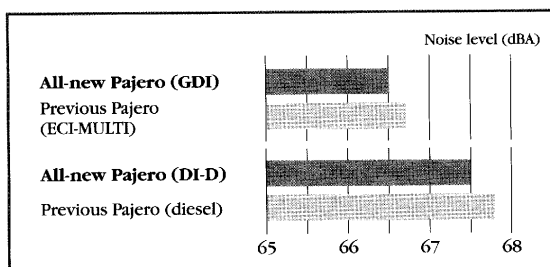
## Noise prevention measures of the body



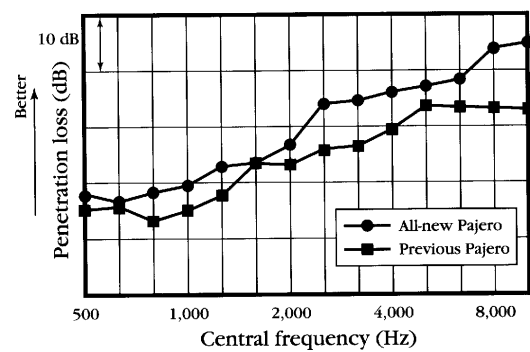
## Idling vibration (floor vibration level)



## Interior noise level (constant 100 km/h)



## Noise suppression



### **Safety-enhanced body structure provides a strong first line of defense**

The new Pajero's monocoque body with built-in frame significantly improves collision safety. Providing outstanding occupant protection regardless of impact direction, the new Pajero easily clears Europe's 64 km/h Offset Deformable Barrier Test, as well as other collision standards.

The safety-enhanced body consists of a highly rigid cabin structure and impact-absorbing crushable zones. The cabin frame is reinforced with large side sills, floor side-members, etc. The transmission cross-member, rear chassis frame, deck member, and side door impact bars further reduce cabin deformation in a collision.

We believe the new Pajero's body offers an excellent balance of all-terrain performance and safety.

### **Collapsible propeller shaft increases collision safety**

The Pajero's unique new CFRP (carbon fibre-reinforced plastic) propeller shaft is designed to collapse in a collision, solving a problem other all-terrain vehicles face.

Normally, the engine drops out of the car in a collision to prevent the propeller shaft from protruding into the cabin or fuel tank.

However, a drivetrain designer describes the problem with this system: "In the case of the Pajero, it would be a laughing matter if the engine fell out due to the shock of an off-road jump."

The collapsible propeller shaft also enabled the fuel tank to be made 20 kg lighter. The propeller shaft design easily withstands the rigours of aggressive off-roading and collapses only in a severe collision.

## Advanced safety

To fully enjoy the incomparable pleasure of driving an all-terrain dominator, the driver must be confident in the vehicle's safety. As with all Mitsubishi vehicles, we took extensive measures to provide excellent levels of safety and security.

With the new Pajero, we paid particular attention to safety in everyday, on-road situations. But our advanced safety features inspire confidence in all situations, encouraging drivers to explore the new Pajero's full all-terrain potential.

A new safety-enhanced body structure heads the list of safety measures, which includes a new collapsible propeller shaft, rationalised body layout, impact-absorbing headlining, and SRS front and side airbags.

A product development engineer explains, "It's simply not a Pajero if the front overhang is extended and the approach angle is sacrificed for collision safety. Furthermore, we tried to avoid a design in which the engine would drop in a collision to absorb impact energy. After all, the Pajero is expected to handle extreme jumps."

Needless to say, creating such a body had its challenges.

A body designer explains, "The amount of energy that must be absorbed increases with body weight, and with a body over two tonnes, we had a very difficult time. Working with the research department, we ran computer simulations and many collision tests. It was a lot of work, but we're happy with the results."

Among our efforts, we incorporated crushable zones fore and aft of the engine and adopted straight front cross-members.

### **Smartly designed for greater safety**

To reduce the possibility of fuel leakage in an accident, the fuel tank was located safely between the axles. A resin protector prevents damage during aggressive off-road driving.

The impact-absorbing designs of the headlining and pillars minimise the possibility of head injuries during aggressive off-roading or in a collision.

In addition to driver's and front passenger's SRS (Supplemental Restraint System) front airbags, SRS side airbags that deploy in the ideal position regardless of seat position are available.

All seats have 3-point ELR (Emergency Locking Retractor) seatbelts and headrests. The front seatbelts are available with force-limiters.

Parents will appreciate the anti-trapping power windows and sunroof, the child-protection rear door locks, and the 2nd-row seats' ALR (Automatic Locking Retractor) functions.

An advanced engine immobiliser provides security.

**Dual SRS front airbags**



Help mitigate occupant injury

**SRS side airbags**



Deploy only on the side sustaining the impact

# Semi-monocoque body with built-in frame

**Large body-joint reinforcements**  
Addition of large reinforcement to each body joint significantly increases rigidity of joints.

**High-rigidity deck**  
Joining A-pillars with deck realises highly rigid cabin structure; construction minimises backward movement of steering column.

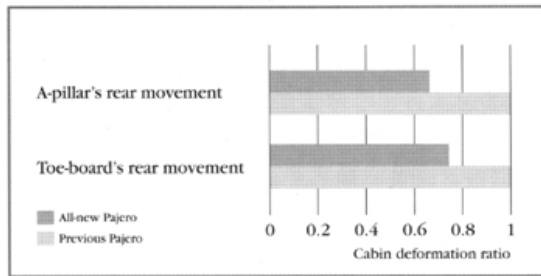
**Rear straight frames**  
In rear collisions, rear straight frames efficiently absorb energy and combine with high rigidity of tailgate area to minimise cabin deformation.

**Crushable zones**  
Two crushable zones fore and aft of engine and suspension mounts, which are unlikely to deform greatly, absorb energy; if collision deformation reaches engine, engine and second crushable zone will absorb and dissipate collision energy.

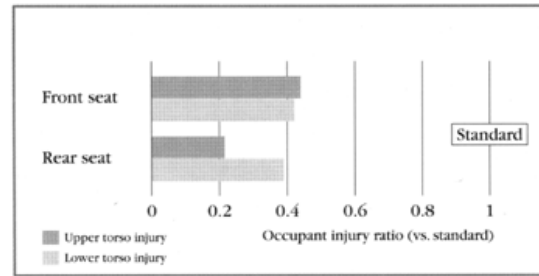
**Straight frames with large cross-sections**  
Optimised placement of frame reinforcements offers efficient energy absorption.

**Side-door impact bars**  
High-tensile-strength steel pipes minimise cabin deformation in side collisions.

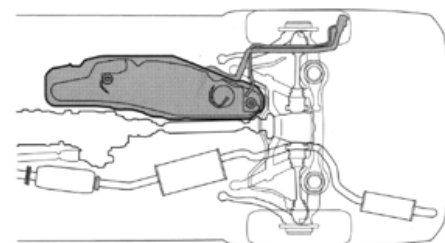
## Offset Deformable Barrier Test



## Side impact

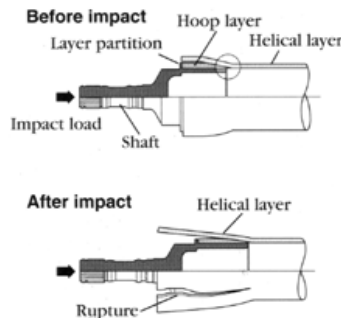


## Fuel tank



The fuel tank's central location minimises the possibility of fuel leakage in a rear collision

## Carbon fibre-reinforced plastic propeller shaft





# Ecology conscious features

One of the joys of owning a Pajero is the connection it provides to the great outdoors. We believe visiting wild and beautiful places should be "clean" fun. At Mitsubishi Motors, ecology consciousness is a crucial tenet of our automaking philosophy.

In all our cars, we make great efforts to reduce waste and harmful by-products, from the production process through the life of the car to recycling.

Many environment-friendly measures, including the new, environmentally sound engines, ensure that owners of the new Pajero can feel good about enjoying themselves. That's why we say the new Pajero is "for this planet."

## Advanced engine technology reduces emissions

The new 3.5-litre GDI engine is so environmentally responsible that the Pajero fitted with the manual transmission already complies with Step III emission regulations. As already described, numerous measures ensure excellent fuel economy and therefore low CO<sub>2</sub> emissions.

EGR and other measures prevent about 90% of the potential NO<sub>x</sub> from being produced.

To quickly raise the catalyst at start-up to its activating temperature, we installed a stainless steel exhaust manifold with a low thermal-capacity clamshell construction, and heated the exhaust gas with two-stage combustion. Residual heat from the first combustion ignites a second *power-stroke* injection, raising the exhaust temperature.

HC reduction measures include minimised top land height of the pistons as well as minimised crevice volume.

The new DI-D engine reduces CO<sub>2</sub> by providing significantly better fuel economy. An oxidising catalyst further reduces harmful emissions.

## Small fuel-saving measures add up to a big improvement

To maximise the economical performance of our engines, we sought to reduce the new Pajero's weight wherever possible without sacrificing structural integrity.

We made the engines as light as possible. Our efforts to keep the body weight down have already been described. The differentials have lightweight yet durable aluminium covers that also provide better heat dispersion. We increased the strength of the suspension arms—while reducing their weight—by using a new pressing method and employing new materials.

High-tensile strength steel was used extensively throughout the new Pajero to reduce bulk and weight. And wherever possible, we took steps to

reduce weight by rationalising construction. For example, we replaced the reinforced steel structure of the tailgate with a construction that combines steel plates with an epoxy-type thermal foaming agent. The higher rigidity of the joints eliminates the need for reinforcements.

We even looked to the power steering for fuel economy improvements.

A chassis designer explains: "To minimise the load of the hydraulic systems on the engine, we used a small, variable-capacity pump that matches the load to the engine rpm. We were able to halve the load on the engine, from 2% to 1%. Admittedly the change is small, but an accumulation of simple improvements is necessary, as there is no magic cure for improving fuel economy."

## Reduction of harmful substances and waste

Looking beyond the new Pajero's excellent environmental performance during its service life, our engineers worked hard to reduce harmful substances during production, and to facilitate recycling.

Asbestos, once used in places such as gaskets and supports, was replaced by aramide fibres and other durable materials. We also eliminated lead. For example, flush-welded, zinc-plated steel replaces lead-plated steel sheets for the fuel tank.

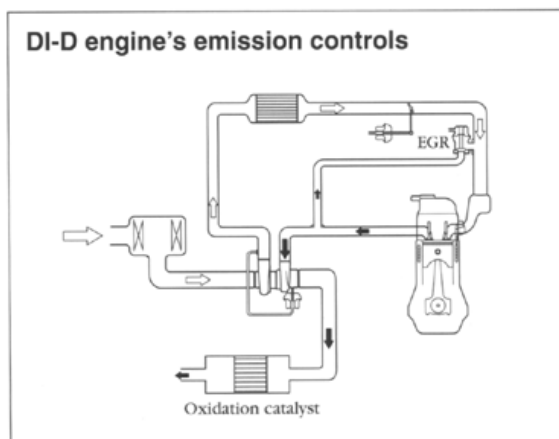
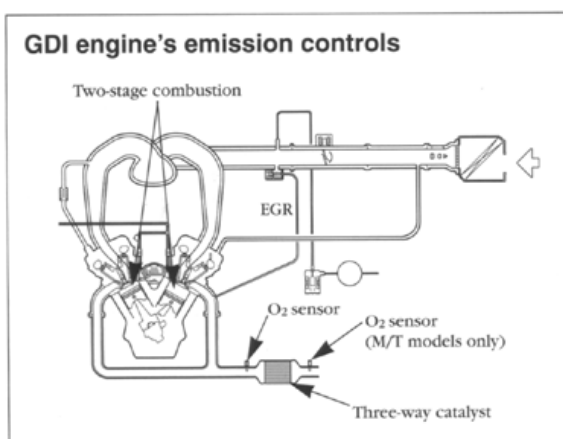
Pre-coloured resin was used extensively throughout, including the engine cover, to reduce the need for paint solvents.

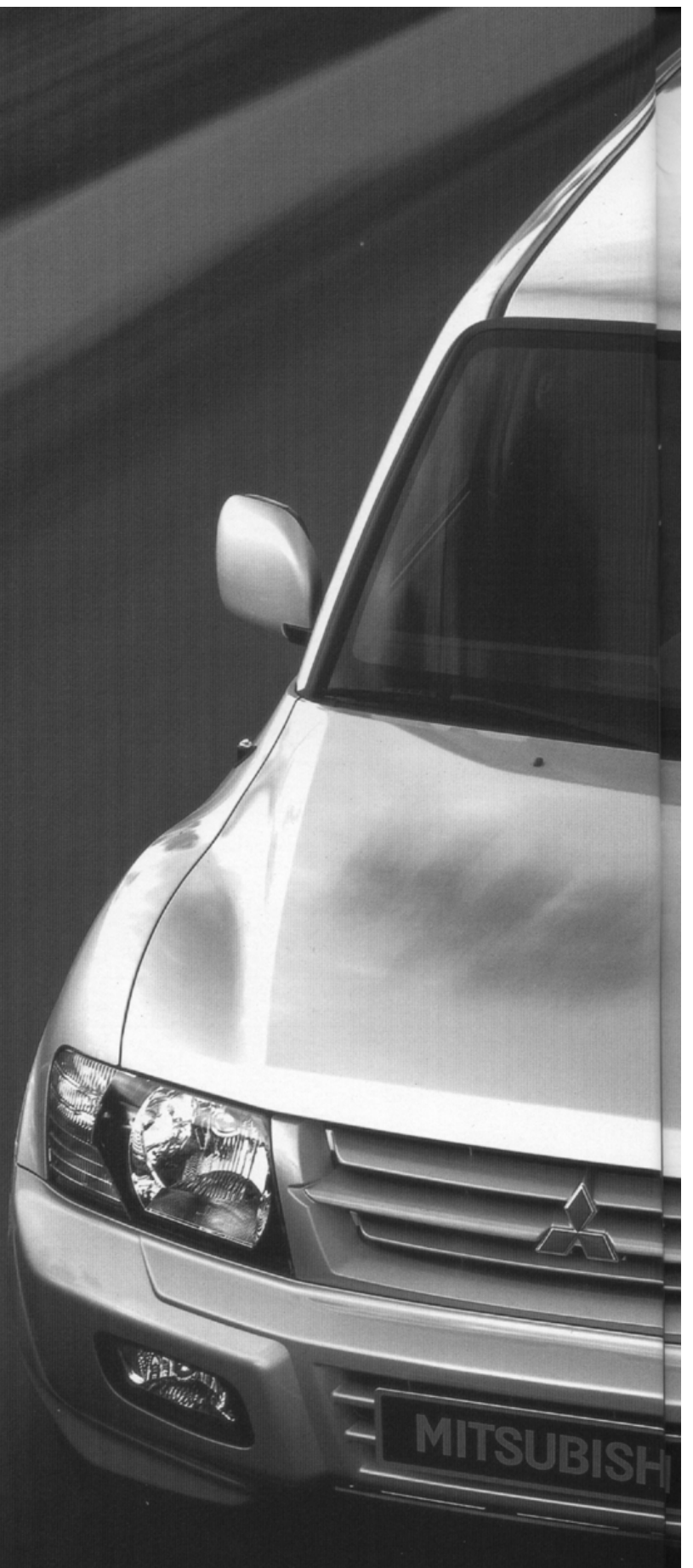
Easily recycled polypropylene (PP) and thermo elastomer olefin (TEO) are used extensively throughout the Pajero. Moreover, construction was rationalised to facilitate recycling. Resin parts over 100 g are labelled to facilitate sorting.



## Environmental protection at a glance

	Component or measure	Description
<b>Reduced atmospheric pollution</b>	3.5-litre GDI	Excellent fuel economy and significantly less CO <sub>2</sub> emissions. Two-stage combustion and stainless steel manifold warm up catalyst to significantly reduce NO <sub>x</sub> emissions at start-up.
	HC reduction measures	GDI's efficient engine management, minimal top land height of piston, and low cylinder crevice volume reduce emission of unburned HC.
	Catalytic converter	Efficient catalysts (Pd/Rh and Pt/Rh) greatly increase durability and HC cleansing ability. Large surface area and use of Pd greatly increase efficiency at start-up.
	GDI ECO lamp	Indicates when GDI is operating in fuel-saving manner, encouraging economical driving.
	3.2-litre DI-D	Excellent fuel economy and significantly less CO <sub>2</sub> emissions.
	EGR	Exhaust Gas Recirculation lowers combustion temperatures to reduce NO <sub>x</sub> emissions.
<b>Protection of ozone layer</b>	Seat padding and steering wheel	Water and high-reactivity catalyst enable less harmful urethane production.
<b>Reduction of poisonous substances</b>	Transmission fluid, brake fluid, and coolant	Long-life fluids reduce need for replacement.
	Fuel tank, air intake, fuel line, and air hoses	Use of alternate materials and construction eliminates lead.
	Paint	Water-soluble resins used where possible. Some resin, such as for engine cover, is coloured during formation, reducing paint solvents.
<b>Light vehicle weight</b>	Extensive use of high-tensile steel	Lighter while maintaining strength. Used in steel plates and components of running gear, rear cross-member, side-door impact bars, front pillar reinforcement, etc.
	Rationalised rear construction	Back door reinforcement, D-pillar reinforcement joints, and rear side members eliminate components without sacrificing structural integrity.
	Steel wheels and brake calipers	New materials are lighter.
	Camshaft	New design is lighter and increases durability.
	Engine support brackets and differential covers	Made of lightweight aluminium or aluminium alloy.
	Dashboard panel padding	Lightweight 2-layer structure replaces 4-layer structure.
<b>Reduced noise</b>	Noise prevention	Strategic use of silencers throughout body. Engine configuration, cover, and design further reduce noise.
<b>Recycling</b>	Resin parts	Components over 100 g are marked for sorting. Easy to recycle polypropylene used as much as possible. Door trim, instrument panel surface, and bonnet weather strips are made of easy to recycle TEO (thermo elastomer olefin). Engine cover is made of pre-coloured resin, facilitating recycling.
	Air-cleaner case	Uses easily recycled polypropylene, with 51% of content made from recycled paper.
	Recycled materials	Front deck garnish, scuff plate, and trunk floor board are made of recycled materials.







*Specifications  
of the Pajero*

# Major specifications of the 3-door Pajero

Engine		2.5 I/C T/C Diesel				
Price class		GL	GLX	GLS	GL	
Model code	LHD	V64WMNDFL6	V64WMNHFL6	V64WMNXFL6	V68WMNDFL6	V68WMM
	RHD	—	V64WMNHFR6	V64WMNXFR6	—	—
Transmission		5M/T				5M/T
<b>DIMENSIONS AND WEIGHTS</b>						
Overall length	mm	4,260		4,280		4,260
Overall width	mm	1,845		1,875		1,845
Overall height	mm	1,845				
Wheelbase	mm	2,545				
Front track/rear track	mm	1,560/1,560				
Ground clearance	mm	235				
Cargo room dimensions (length × width × height)	mm	1,010 × 1,400 × 1,105				
Kerb weight	kg	1,865	1,900	1,920	1,975	
Gross vehicle weight	kg	2,510				
Seating capacity	persons	5				
<b>PERFORMANCE</b>						
Acceleration*	0-100 km/h	17.8				1.5
	0-400 m	20.6				7.8
Max. speed*	km/h	150				
Towing capacity (with brake/without brake)	kg	2,800/750				
Roof carrying capacity	kg	100				
Max. climbing ability	tanθ	0.7				
Min. turning radius	m	5.3				
Approach angle/ramp break-over angle/departure angle		42.0°/26.5°/33.5°				
<b>ENGINE</b>						
Type		2.5-litre 8-valve SOHC intercooled turbocharged diesel (4D56)				3.2-litre 1
Displacement	cc	2,477				
Bore × stroke	mm	91.1 × 95.0				
Compression ratio		21.0				
Max. output (EEC net)	kW (PS)/rpm	73 (100)/4,000				
Max. torque (EEC net)	N-m (kg-m)/rpm	240 (24.5)/2,000				
<b>ELECTRICAL SYSTEM</b>						
Battery		95D31L				
Alternator	V-A	12-105				
Starter motor	V-kW	12-2.2				
<b>FUEL SYSTEM</b>						
Fuel supply equipment		Indirect injection fuel pump				Elec
Fuel tank capacity	litres	71				
<b>TRANSFER</b>						
Drive system		Easy Select 4WD	Super Select 4WD (SS4-II)			
Transfer gear ratio (high/low)		1.000/1.925	1.000/1.900			
<b>TRANSMISSION</b>						
Type		5M/T (V5MT1)	5M/T (V5M31)		5M (V5M31)	
Clutch		Single, dry plate with hydraulic actuation				Single, dry plate with hydraulic act
Gear ratio	1st	3.918	3.952		4.234	
	2nd	2.261	2.238		2.238	
	3rd	1.395	1.398		1.398	
	4th	1.000	1.000		1.000	
	5th	0.829	0.819		0.761	
	Reverse	3.925	3.553		3.553	
Final		4.900				4.100
<b>STEERING</b>						
Type		Rack-and-pinion (power-assisted)				
<b>SUSPENSIONS</b>						
Front		Double wishbone coil springs with stabiliser bar				Dc
Rear		Multi-link coil springs with stabiliser bar				
<b>SPARES</b>						
Front		16" ventilated discs (2-pot)				
Rear		16" ventilated drum-in-discs				
Booster		8.5" + 8.5" vacuum**				
<b>TYRES AND WHEELS</b>						
Tyres	Front, rear, and spare	235/80R16		265/70R16		235/80
Wheels	Front and rear	16 × 6.0JJ steel		16 × 7.0JJ light alloy		16 × 6.0JJ

\*Measured by Mitsubishi Motors \*\* Hydraulic brake booster for models with optional ABS

<b>FUEL CONSUMPTION AND CO<sub>2</sub></b>						
Engine		2.5 I/C T/C Diesel				
Emissions regulation		Step II				
Transmission		5M/T				5M/T
Inertia weight		kg				
Fuel consumption (litres/100km)	Urban	13.1	13.1	13.2	13.4	12.0
	Extra urban	9.1	9.2	9.3	9.5	8.0
	Combined	10.5	10.6	10.7	10.9	9.3
CO <sub>2</sub> (g/km)	Urban	346	348	350	356	314
	Extra urban	242	245	248	253	209
	Combined	280	283	286	291	247

3.2 I/C T/C DI-D				3.5 V6 GDI			
LX	GLS			GLX		GLS	
V68WMYHFL6	V68WMNXFL6	V68WMYXFL6	V65WMNHCL6	V65WMYHCL6	V65WMNXCL6	V65WMYXCL6	
—	V68WMNXFR6	V68WMYXFR6	V65WMNHCR6	V65WMYHCR6	V65WMNXCR6	V65WMYXCR6	
5A/T	5M/T	5A/T	5M/T	5A/T	5M/T	5A/T	
4,280			4,280				
1,845		1,875	1,845		1,875		
2,545			2,545				
1,560/1,560			1,560/1,560				
225			235				
1,010 × 1,400 × 1,105			1,010 × 1,400 × 1,105				
ø80	2,000		1,915		1,935		
2,510			2,510				
5			5				
13.2	11.5	13.2	10.0	11.7	10.0	11.7	
18.8	17.8	18.8	17.0	18.3	17.0	18.3	
170			190	185	190	185	
2,800/750			2,800/750				
100			100				
0.7			0.7				
5.3			5.3				
42.0°/26.5°/33.5°			42.0°/26.5°/33.5°				
DOHC intercooled turbocharged DI-D (4M41)				3.5-litre 24-valve V6 DOHC GDI (6G74)			
3,200			3,497				
98.5 × 105.0			93.0 × 85.8				
17.0			10.4				
121 (165)/3,800			149 (202)/5,000				
373 (38.1)/2,000			318 (32.4)/4,000				
95D31L			75D23L				
12-125			12-125				
12-2.2			12-1.2				
controlled direct injection fuel pump				GDI (Gasoline Direct Injection)			
71			71				
Super Select 4WD (SS4-II)				Super Select 4WD (SS4-II)			
1,000/1,900			1,000/1,900				
INVECS-II 5A/T with Sports Mode (V5A51)	5M/T (V5M31)	INVECS-II 5A/T with Sports Mode (V5A51)	5M/T (V5M31)	INVECS-II 5A/T with Sports Mode (V5A51)	5M/T (V5M31)	INVECS-II 5A/T with Sports Mode (V5A51)	
Torque converter	Single, dry plate with hydraulic actuation	Torque converter	Single, dry plate with hydraulic actuation	Torque converter	Single, dry plate with hydraulic actuation	Torque converter	
3.789	4.234	3.789	4.234	3.789	4.234	3.789	
2.057	2.238	2.057	2.238	2.057	2.238	2.057	
1.421	1.398	1.421	1.398	1.421	1.398	1.421	
1.000	1.000	1.000	1.000	1.000	1.000	1.000	
0.731	0.761	0.731	0.819	0.731	0.819	0.731	
3.865	3.553	3.865	3.553	3.865	3.553	3.865	
3.917	4.100	3.917	4.300				
and-pinion (power-assisted)				Rack-and-pinion (power-assisted)			
bone coil springs with stabiliser bar				Double wishbone coil springs with stabiliser bar			
s coil springs with stabiliser bar				Multi-link coil springs with stabiliser bar			
5" ventilated discs (2-pot)				16" ventilated discs (2-pot)			
" ventilated drum-in-discs				16" ventilated drum-in-discs			
8.5" + 8.5" vacuum**				Hydraulic			
265/70R16			265/70R16				
16 × 7.0J light alloy			16 × 7.0J light alloy				

3.2 I/C T/C DI-D				3.5 V6 GDI					
Step II				Step III			Step II		
		5A/T			5M/T			5A/T	
70	2,040	2,150	2,270	2,040	2,150	2,270	2,040	2,150	2,270
4	13.5	13.8	14.0	16.9	17.1	17.4	17.0	17.1	17.5
l	8.4	8.6	8.7	10.5	10.7	10.8	10.4	10.7	10.8
7	10.3	10.5	10.7	12.8	13.0	13.2	12.8	13.0	13.2
6	358	365	372	403	407	418	406	408	418
6	225	229	233	249	254	256	248	255	257
6	274	279	284	306	310	315	306	311	316



# Major specifications of the 5-door Pajero

Engine		2.5 I/C T/C Diesel				
Price class		GL	GLX	GLS	GL	
Model code	LHD	V74WLNDFL6	V74WLNHFL6	V74WLNXL6	V78WLNDFL6	V78WL
	RHD	—	—	—	—	V78WL
Transmission			5M/T			5M/T
<b>DIMENSIONS AND WEIGHTS</b>						
Overall length	mm	4,775		4,795		4,7
Overall width	mm	1,845		1,875		1,8
Overall height	mm	1,855				
Wheelbase	mm	2,780				
Front track/rear track	mm	1,560/1,560				
Ground clearance	mm	235				
Cargo room dimensions (length × width × height)	mm	1,495 × 1,405 × 1,105				
Kerb weight	kg	2,015	2,055	2,090	2,120	
Gross vehicle weight	kg	2,760				
Seating capacity	persons	7				
<b>PERFORMANCE</b>						
Acceleration*	0-100 km/h	sec.	18.4			12.0
	0-400 m	sec.	21.0			18.1
Max. speed*		km/h	150			
Towing capacity (with brake/without brake)		kg	3,300/750			
Roof carrying capacity		kg	100			
Max. climbing ability		tanθ	0.7			
Min. turning radius		m	5.7			
Approach angle/ramp break-over angle/departure angle			42.0°/24.5°/24.0°			
<b>ENGINE</b>						
Type	2.5-litre 8-valve SOHC intercooled turbocharged diesel (4D56)					3.2-litre
Displacement	cc	2,477				
Bore × stroke	mm	91.1 × 95.0				
Compression ratio		21.0				
Max. output (EEC net)		kw (PS)/rpm	73 (100)/4,000			
Max. torque (EEC net)		N-m (kg-m)/rpm	240 (24.5)/2,000			
<b>ELECTRICAL SYSTEM</b>						
Battery		95D31L				
Alternator	V-A	12-105				
Starter motor	V-kw	12-2.2				
<b>FUEL SYSTEM</b>						
Fuel supply equipment		Indirect injection fuel pump				EL
Fuel tank capacity	litres	90				
<b>TRANSFER</b>						
Drive system		Easy Select 4WD	Super Select 4WD (SS4-II)			
Transfer gear ratio (high/low)		1.000/1.925	1.000/1.900			
<b>TRANSMISSION</b>						
Type		5M/T (V5MT1)	5M/T (V5M31)		5W (V5M31)	
Clutch		Single, dry plate with hydraulic actuation				Single, dry plate with hydraulic ac
Gear ratio	1st	3.918	3.952		4.234	
	2nd	2.261	2.238		2.238	
	3rd	1.395	1.398		1.398	
	4th	1.000	1.000		1.000	
	5th	0.829	0.819		0.761	
	Reverse	3.925	3.553		3.553	
	Final	4.900				4.100
<b>STEERING</b>						
Type		Rack-and-pinion (power-assisted)				
<b>SUSPENSIONS</b>						
Front		Double wishbone coil springs with stabiliser bar				I
Rear		Multi-link coil springs with stabiliser bar				
<b>BRAKES</b>						
Front		16" ventilated discs (2-pot)				
Rear		16" ventilated drum-in-discs				
Booster		8.5" + 8.5" vacuum**				
<b>TYRES AND WHEELS</b>						
Tyres	Front, rear, and spare	235/80R16		265/70R16		235/8
Wheels	Front and rear	16 × 6.0JJ steel		16 × 7.0JJ light alloy		16 × 6.0

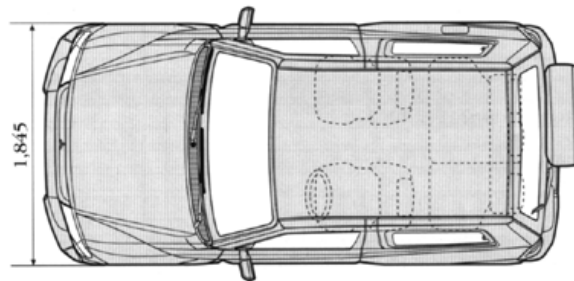
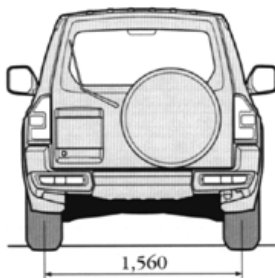
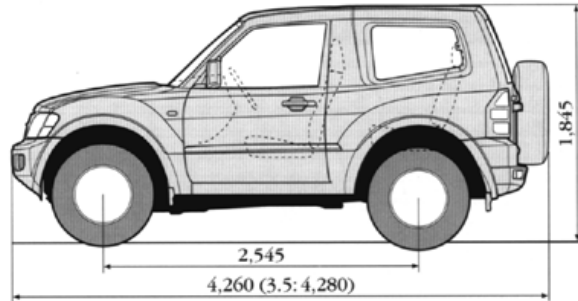
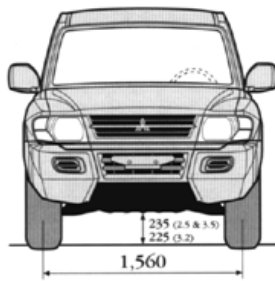
\*Measured by Mitsubishi Motors \*\* Hydraulic brake booster for models with optional ABS

## FUEL CONSUMPTION AND CO<sub>2</sub>

Engine		2.5 I/C T/C Diesel						
Emissions regulation		Step II						
Transmission		5M/T						
Inertia weight		kg	1,930	2,040	2,150	2,270	2,040	2,150
Fuel consumption (litres/100km)	Urban		13.1	13.1	13.2	13.4	12.0	12.1
	Extra urban		9.1	9.2	9.3	9.5	7.8	8.0
	Combined		10.5	10.6	10.7	10.9	9.3	9.5
CO <sub>2</sub> (g/km)	Urban		346	348	350	356	314	318
	Extra urban		242	245	248	253	209	213
	Combined		280	283	286	291	247	251

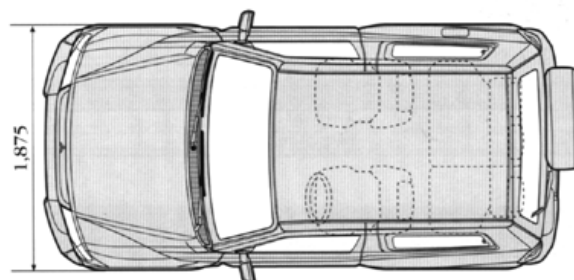
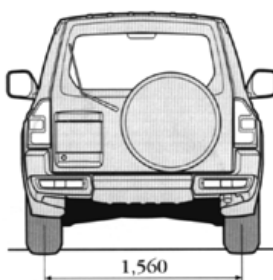
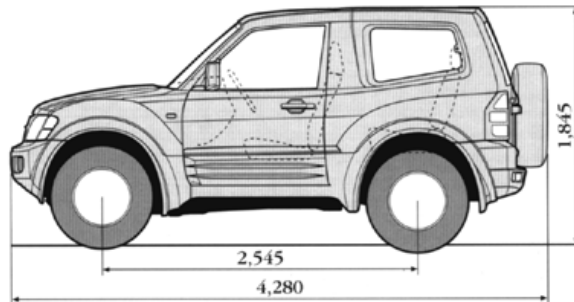
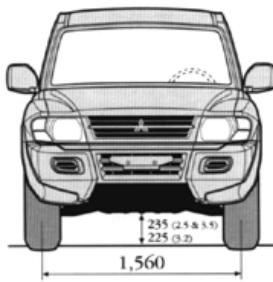
# Dimensional views

## 3-door GL/GLX



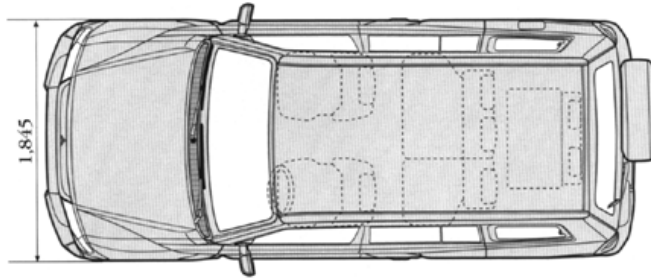
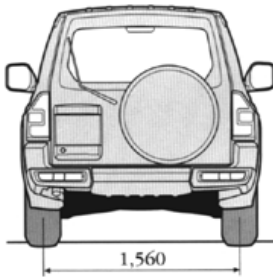
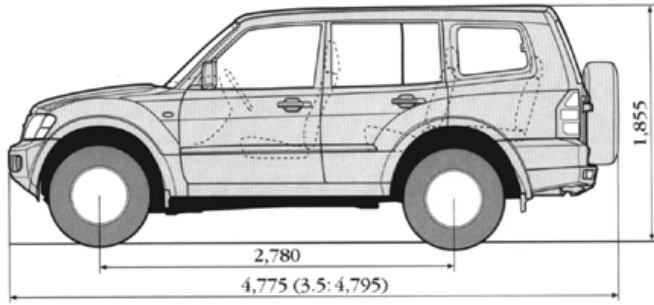
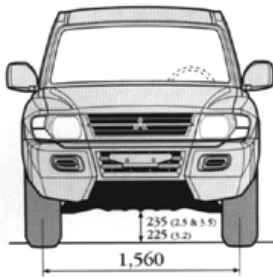
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## 3-door GLS



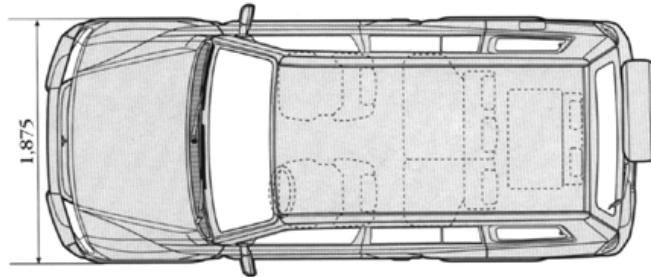
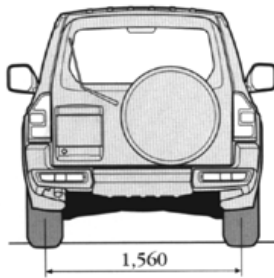
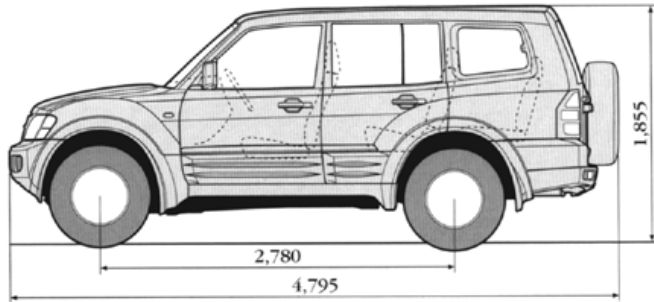
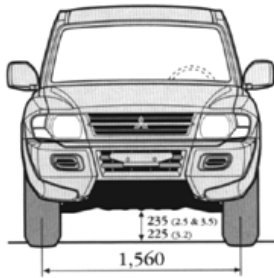
mm

5-door GL/GLX



mm

5-door GLS



mm



**MITSUBISHI  
PAJERO**