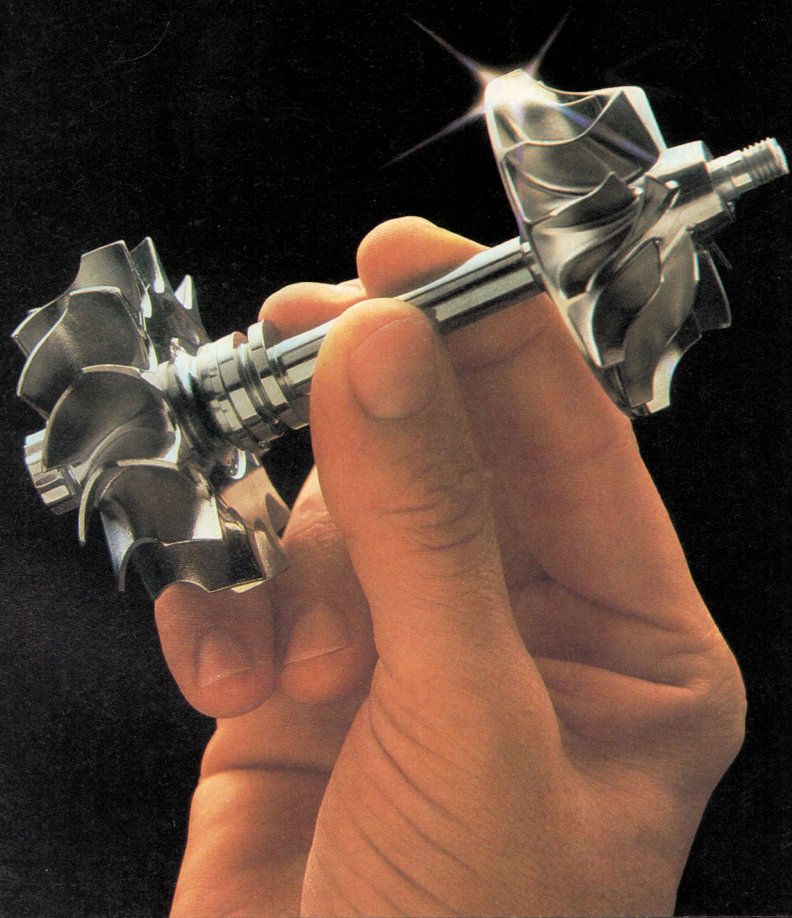


THE MITSUBISHI TURBO STORY.

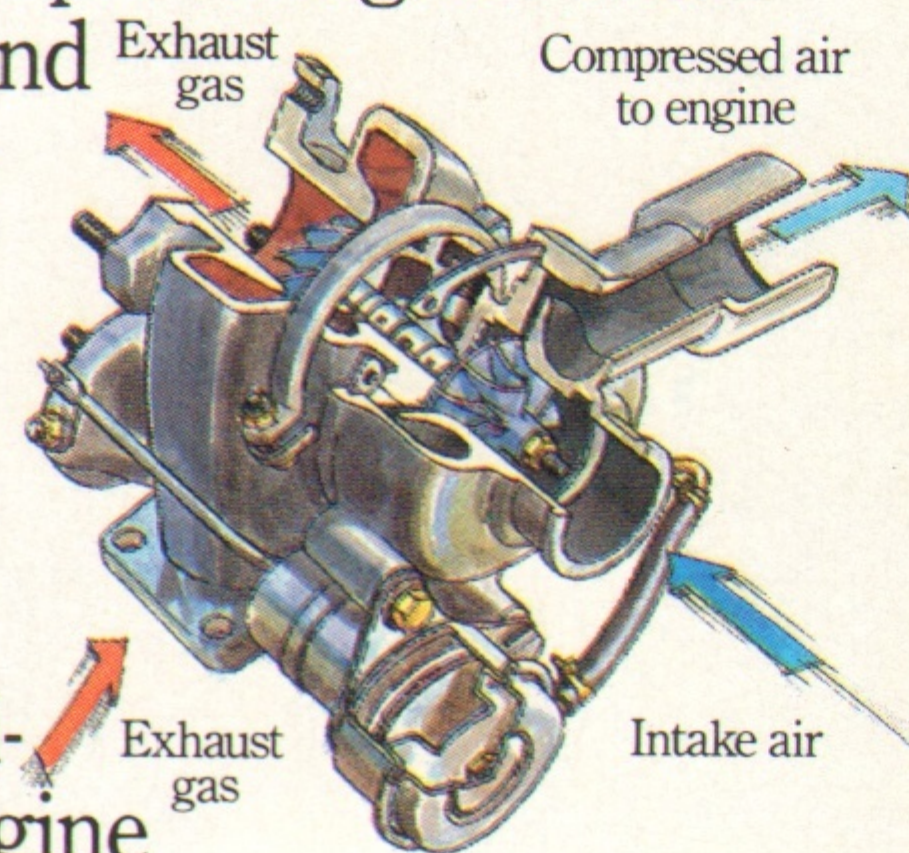


MITSUBISHI BRINGS THE TURBO AGE DOWN TO EARTH.

For 1984, Mitsubishi has applied all the knowledge gained from all its many years of turbo technology and auto-building to bring you the world's first full line of turbo-charged cars and trucks.

From the high-performance Starion Turbo sportscar. To the practical Cordia Turbo sports hatchback. To the roomy Tredia Turbo sedan. To the ruggedly powerful Turbo Diesel trucks.

Each is capable of providing the kind of exciting on-demand turbo power to take you where you've never been before.



WHY TURBOCHARGE?

In the past, significant increases in engine power have invariably meant having to accept significant reductions in fuel economy.

Yet, in the face of rising energy costs, many drivers are no longer willing to give up their love affair with outstanding performance.

Turbocharging has emerged as an ideal solution to these seemingly contradictory realities. Because it provides outstanding on-demand power, particularly in small-displacement engines, without requiring a commensurate sacrifice in fuel efficiency.*

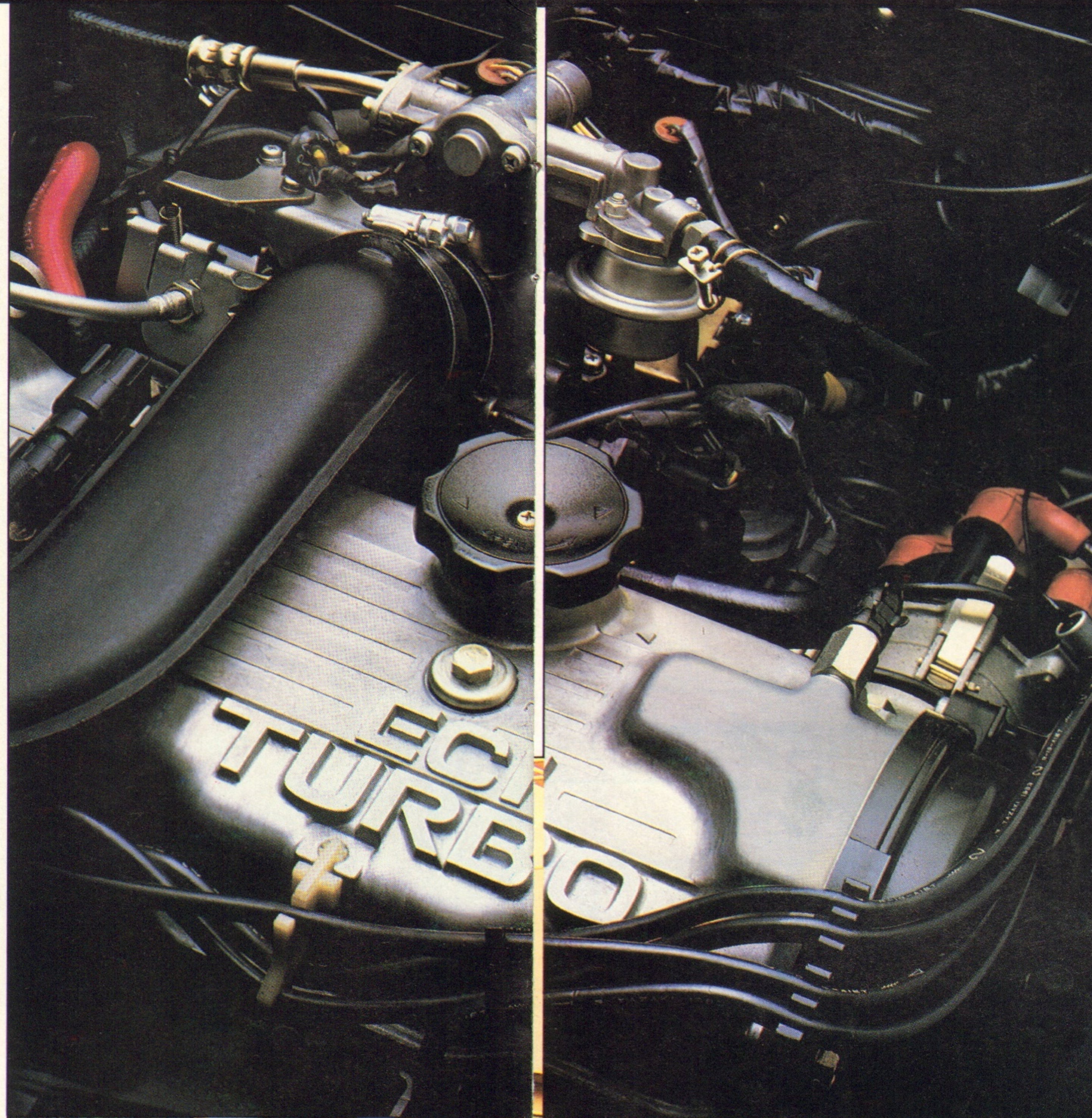
Mitsubishi-developed turbocharger works in perfect balance with the engine and vehicle for which it was conceived.

The 1984 Starion Turbo sportscar was carefully designed around its Mitsubishi turbocharging system.

NOT JUST TURBOS. MITSUBISHI TURBOTRONICS™

After nearly half-a-century of development, refining and perfecting its own turbocharging system, Mitsubishi has emerged as a world leader in turbo technology.

Not just because Mitsubishi was the first



company in the world to design and build its own turbochargers, but also because Mitsubishi turbochargers work in perfect harmony with the engines and vehicles that were designed around them.

The result is upwards of 40% additional on-demand horsepower. All without significant sacrifices in fuel economy.*

NEARLY HALF-A-CENTURY IN THE MAKING.

Our parent company, Mitsubishi Heavy Industries, built its first turbocharger in 1937. During the 47 years of turbocharging research, engineering and testing that followed, Mitsubishi has learned a great deal about the subject.

Most importantly, that simply bolting a turbocharger onto an engine doesn't really get the job done.

So Mitsubishi has developed its own system of turbocharging.

We call it Turbotronics™.

It's a means of getting more out of turbocharging by getting more out of the key engine systems with which turbocharging must work in tandem.

Namely fuel injection and ignition.

Turbotronics™ is a natural extension of the Mitsubishi long-standing commitment to building precision-engineered, totally integrated vehicles.

This demands that each link in the car or truck's many systems be as strong and as perfectly matched to the other systems as is possible. The result is maximum efficiency and performance.

First, let's take a look at how turbocharging actually works:

Exhaust gases which normally escape out the tailpipe are diverted to the Mitsubishi turbocharger.

This free energy spins a turbine wheel to speeds in excess of 100,000 rpm.

*See EPA mileage estimates on back page.

AN INSIDE LOOK AT MITSUBISHI TURBOCHARGING.

This spinning impeller then rotates a compressor wheel. Here, a virtual whirlwind of air and fuel is compressed and forced into the engine's combustion chambers, ready to be used as added power.

It is at this point Mitsubishi parts company with ordinary turbocharging systems.

LESS IS MORE.

The exclusive 8-ounce Mitsubishi turbine wheel is small enough to fit into the palm of your hand. It is precision-cast by the lost-wax method, electronically-welded and then computer balanced.

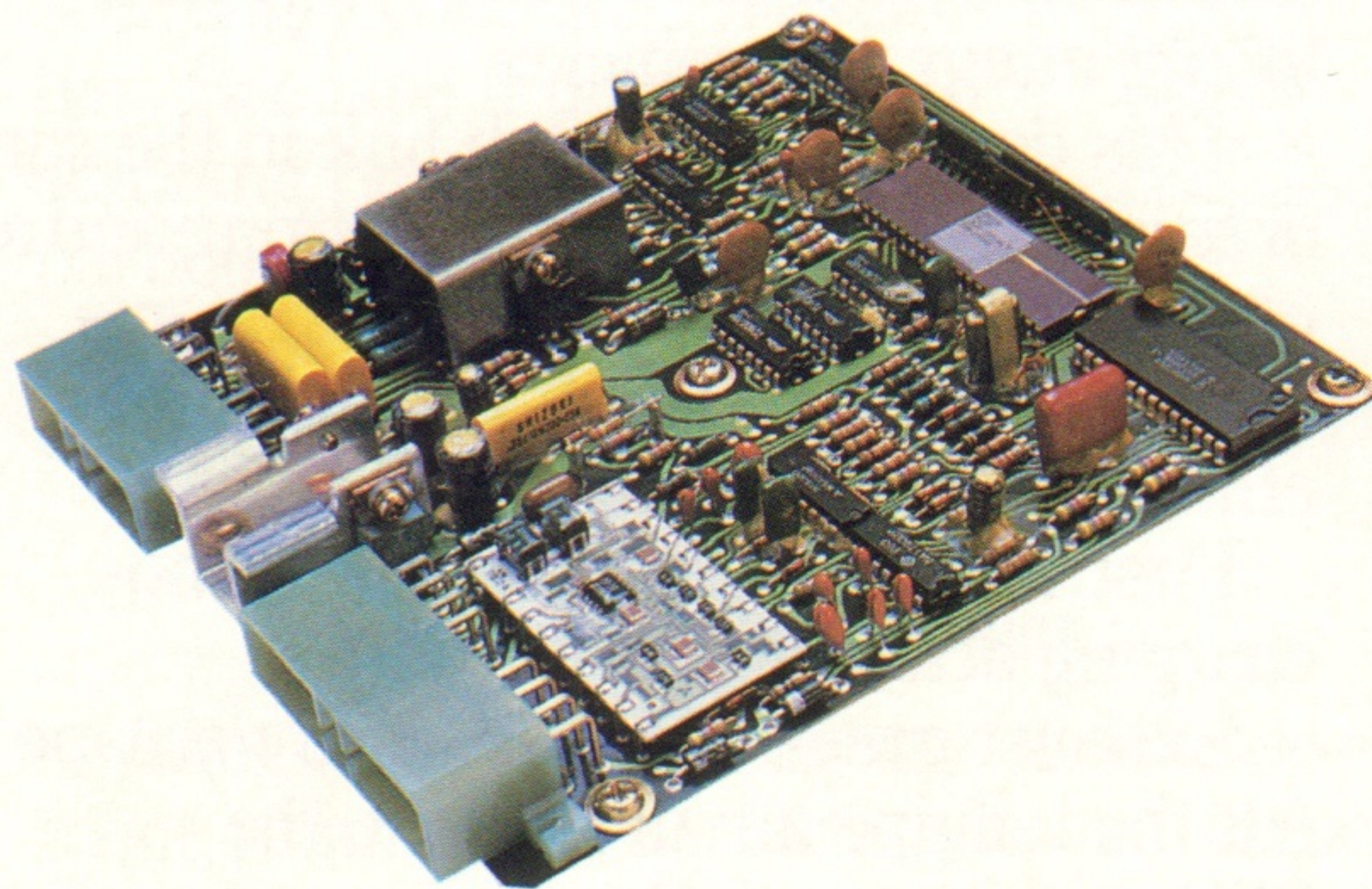
Because it's so small, it's extremely light weight. Yet strong, so it can respond quicker than larger, heavier turbine units.

This is what enables the Mitsubishi turbine impeller to generate virtually lag-free turbo boost at engine speeds as low as 2,000 rpm. As well as provide plenty of smooth power at higher speeds.

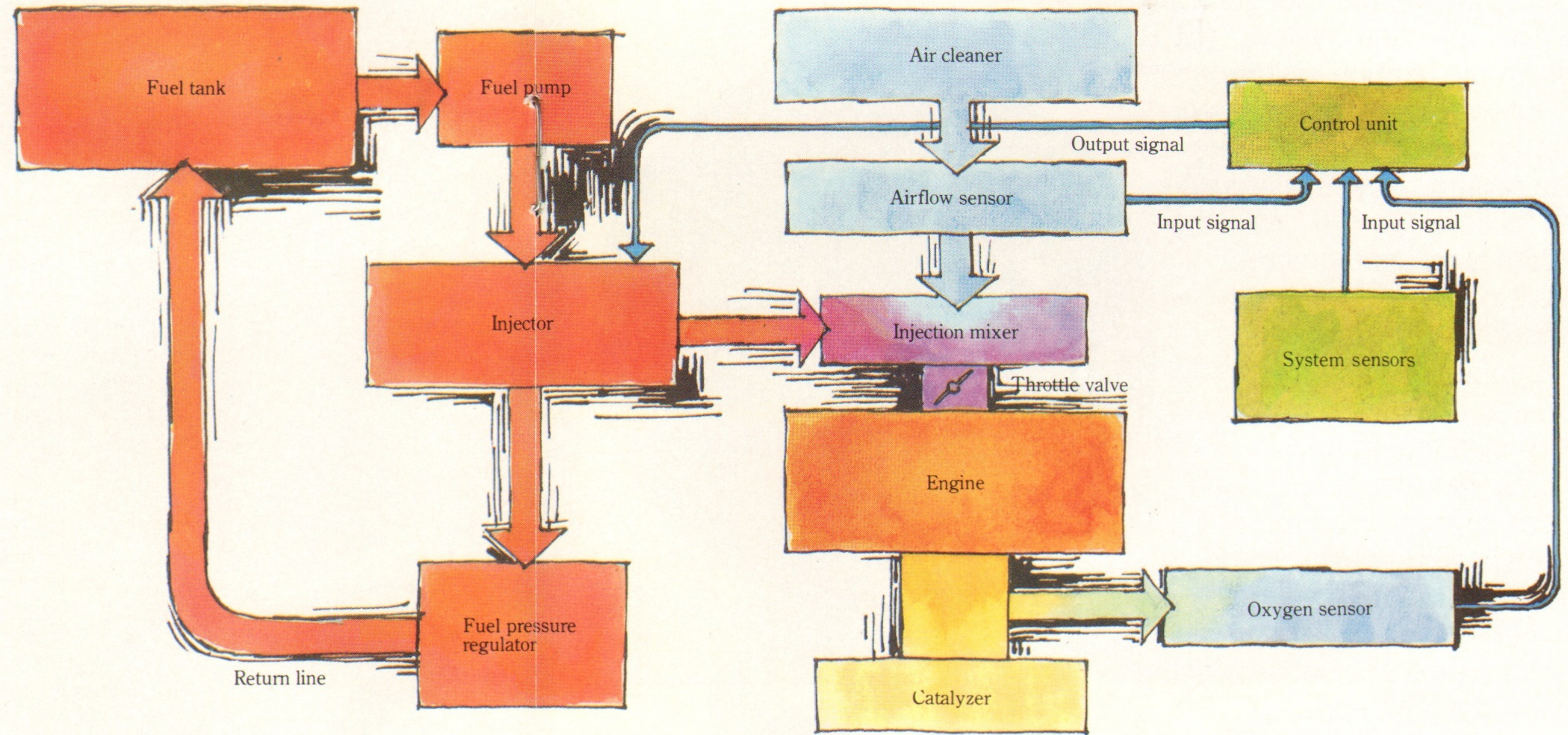
AN ARTFUL BALANCE OF PERFORMANCE AND EFFICIENCY.

Mitsubishi fully-integrated Turbotronics™ engineering gives you a level of flexibility add-on turbochargers can't provide.

The Mitsubishi turbocharger functions with the engine's two major electronic systems, developed by Mitsubishi Electric.



Mitsubishi Electronically Controlled Fuel Injection System™ contains a microprocessor that uses ultrasonic waves to measure airflow data in milliseconds.



ECFI™ controls the amount of fuel injected by reading air temperature, throttle position, speed, battery voltage and air-flow data.



The 1984 Cordia Turbo offers proof that hatchback practicality needn't be boring.

INTELLIGENT FUEL INJECTION.

Specifically, they are the Electronically Controlled Fuel Injection System™ (ECI). And the electronic ignition system.

ECI™ incorporates a microprocessor that constantly monitors air temperature, throttle position, speed, battery voltage and airflow.

All this data is evaluated within milliseconds. So the ECI™ system knows precisely how much fuel should be supplied at precisely the right moment.

The electronic ignition system includes a turbo boost pressure sensor and knock sensor to retard or advance ignition timing for varying engine loads and driving conditions.

In this way, it helps provide smooth low-end performance without sacrificing acceleration at the high end.

SYSTEMS CONTROL.

A two-way electronic control system provides a standard waste-gate operated by excess boost. And a special control circuit that contains a thermostatic valve to prevent the engine from being worked too hard before it's fully warmed up.

The total result of this system is high performance that's also highly efficient.

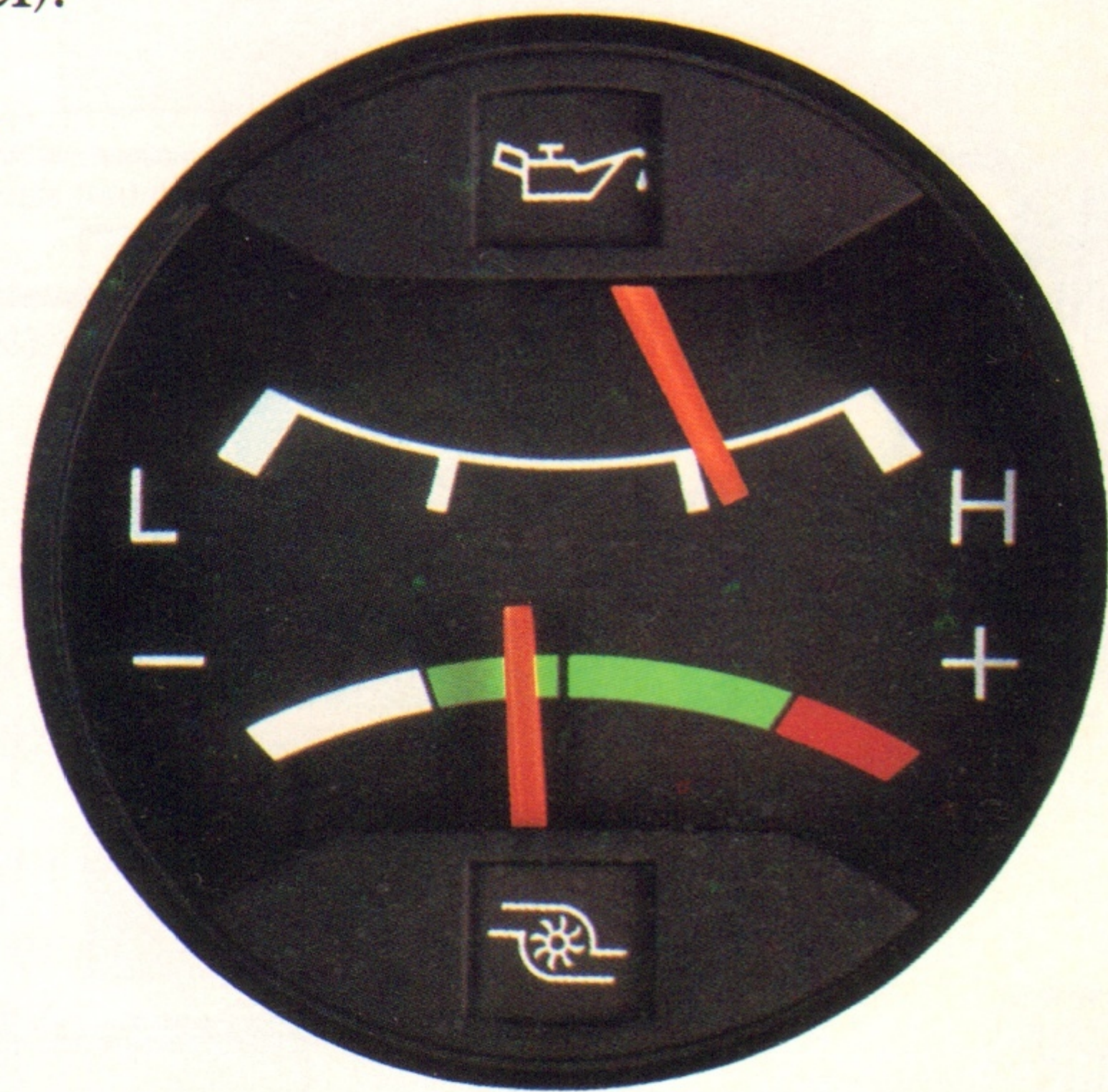
IT ALL FITS.

The Mitsubishi Turbotronics™ philosophy sees to it that our engine systems are as efficient and responsive as they can be. But turbo-tuning doesn't stop there.

The entire design of Mitsubishi Turbo vehicles is also carefully matched to complement its turbocharged engine. Suspension. Steering. Wheels and tires. And aerodynamic body design.

The new Mitsubishi Turbo cars and trucks are turbos all the way.

Right from the word go.



The new Turbo Diesel truck provides 136 lb.-ft. of torque at 2,500 rpm.

A turbo boost gauge keeps you apprised of turbo function in our Turbo cars.



The 1984 Tredia Turbo sedan gives 4 doors and a trunk a whole new meaning.

QUESTIONS AND ANSWERS ABOUT THE TURBO.

Q: What does "turbo lag" mean?

A: It means there's delay from the time you step on the accelerator until the engine responds with turbo boost. This hesitation or "lag" is common among bigger, heavier turbines because it takes longer for them to respond. That's why Mitsubishi builds a small turbo shaft and wheels. The result is a fast, powerful response.

Q: Does turbocharging really boost power all that much?

A: You bet. Over 40% on our 1984 Cordia and Tredia Turbos.

Q: Doesn't this extra power mean less fuel economy?

A: The increase in power is not accompanied by a commensurate sacrifice in fuel efficiency. In fact, fuel efficiency can actually improve when the turbo is properly matched with engine, drivetrain, and vehicle. That's why Mitsubishi designs and builds its own turbo units.

Q: What kind of energy source is used to power a turbo?

A: Free energy. Exhaust gases which normally escape out the tailpipe are used to spin the turbine wheel to speeds over 100,000 rpm.

Q: What's a wastegate?

A: It's a part of a turbo unit that acts as a "pressure relief valve." If the turbo boost pressure exceeds the design limit, the wastegate opens. Pressure is immediately brought back into a normal range.

Q: Can turbocharging blow-up an engine?

A: Not a turbocharged Mitsubishi engine. Our turbo unit has a built-in fail-safe system in the unlikely event of a turbo problem. It is designed to shut down the turbo system completely but the vehicle remains operable.

Q: Can fuel octane ratings affect turbocharging?

A: Yes. That's why the Mitsubishi ECI™ system has built-in sensors that automatically adjust ignition timing to accommodate differences in fuel octane ratings. So, with accurate ignition, you don't have to worry about damaging engine knock.

Q: Does a turbocharger operate constantly when the engine is running?

A: No. It provides extra power only on demand. Step on the gas pedal and the turbo boosts power. Let off the pedal and the turbo boost stops.

Q: How come Mitsubishi knows so much about turbo technology?

A: Simple. We've been honing our turbo skills for nearly half a century.

EPA MILEAGE ESTIMATES*

MODEL	ENGINE		TRANS.		49 STATES CALIFORNIA			
	LITERS	DERS	MAN-UAL	AUTO-MATIC	EST. MPG.	EST. HWY.	EST. MPG.	EST. HWY.
Starion	2.6	4	5-sp	—	21	31	21	31
	2.6	4	—	4-sp	21	32	21	32
Cordia	1.8	4	5-sp	—	25	38	25	38
Tredia	1.8	4	5-sp	—	25	38	25	38
Truck2WD	2.3	4	5-sp	—	33	44	31	38
Truck4WD	2.3	4	5-sp	—	30	39	28	33

*Use estimated MPG for comparison purposes. Actual mileage may differ due to trip length, speed and weather. Actual highway mileage will probably be less.

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

MAKE THE CONNECTION. BUCKLE UP.™



**MITSUBISHI
TAKES YOU WHERE YOU'VE
NEVER BEEN BEFORE.™**

