

1985 Mitsubishi Trucks



4 by 4 by Mitsubishi. Mind over matter.

In the 4WD off-road world, it's toughness that counts. And at Mitsubishi, strength isn't welded on just as an afterthought.

It's ingeniously designed in. And tested. Right from the very beginning.

A more integrated and compact vehicle is the goal. And reaching that goal has made Team Mitsubishi the current Class Seven World Off-Road Truck Racing Champion.

But how does your Mitsubishi 4x4 benefit from this synergistic design philosophy? Consider a front differential that's cleverly housed up into the frame. So it's protected without the use of additional heavy steel



A five-speed overdrive transmission and two-speed transfer case make shifting a breeze.

covering. The suspension system uses wide-based upper and lower A arms that are boxed-in and designed for greater strength.

The innovative Mitsubishi transfer case is integrated into the same housing as the transmission. So both these vital systems are protected with a minimum of weight.

For added strength, the Mitsubishi frame has six major cross members. And all critical body areas are 100% welded. Tuned bushings are designed to reduce vibration.

When it comes to power, Mitsubishi 4x4's are just as ingenious. With a big, beefy 106-horsepower, 2.6-liter MCA-Jet™ gas engine.



Automatic locking hubs let you go in and out of four-wheel drive without leaving your seat.

For 1985, it has a new electronic fuel feedback system and new automatic valve lash adjusters.

Or, you can choose the innovative Mitsubishi 2.3-liter Turbo Diesel. It delivers the toughness and the economy* you expect from a diesel.

Along with the turbo-charged punch you don't expect. Mitsubishi Dual Engine Stabilizers™ reduce engine noise and vibration for a quieter ride.

A smooth-shifting, five-speed manual overdrive transmission and an easy-operating, two-speed transfer case make optimum use of Mitsubishi 4x4 power.

Inside, comfort is key. With ergonomically designed bucket seats, full carpeting, full instrumentation and tinted glass. Power steering and power-assisted, ventilated front disc brakes provide easier handling and stopping.

And this year, new Mitsubishi 4x4's have all kinds of standard features. Like automatic locking hubs that allow you to go in and out of four-wheel drive without leaving the truck. Tough, all-terrain radial tires. And wide body side moldings. Just to name but a few.

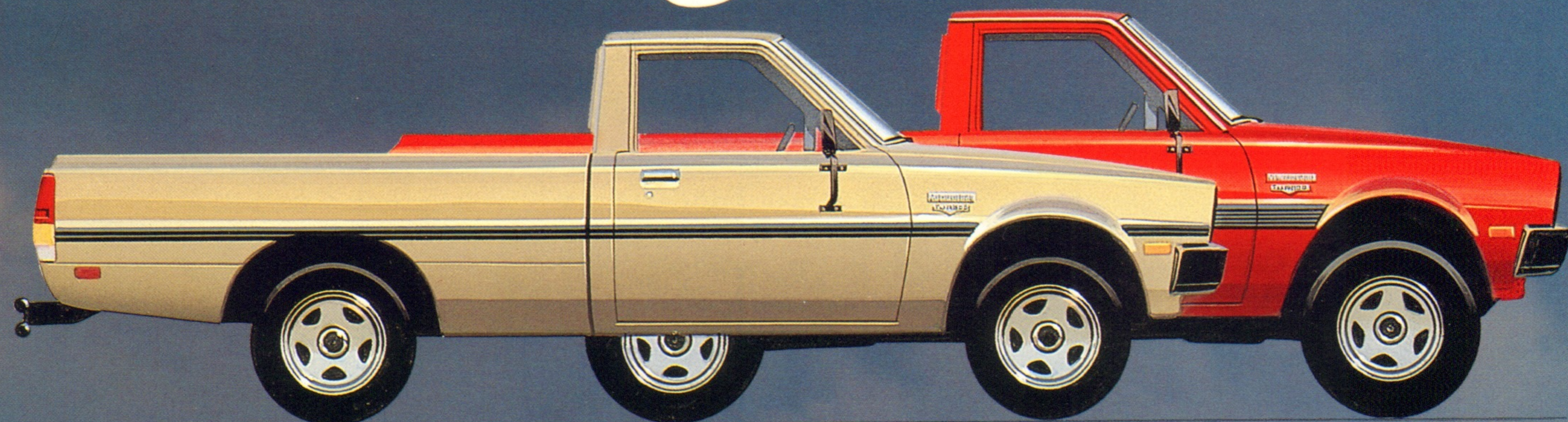
Productive, ingenious Mitsubishi thinking and an uncommon array of standard off-road features. It all helps every Mitsubishi 4x4 handle the matter. And ease the mind.

Every Mitsubishi truck is built on a rugged ladder-type frame with six major structural cross members.



Mitsubishi Turbo Diesel.

A tough idea with a powerful twist.



2WD SPX Turbo Diesel

4WD SPX Turbo Diesel

The diesel engine is a historically rugged, efficient source of power. One that's particularly suited for high torque truck needs.

But ingenious Mitsubishi engineering has done the diesel one better. With all the on-demand power of turbocharging.

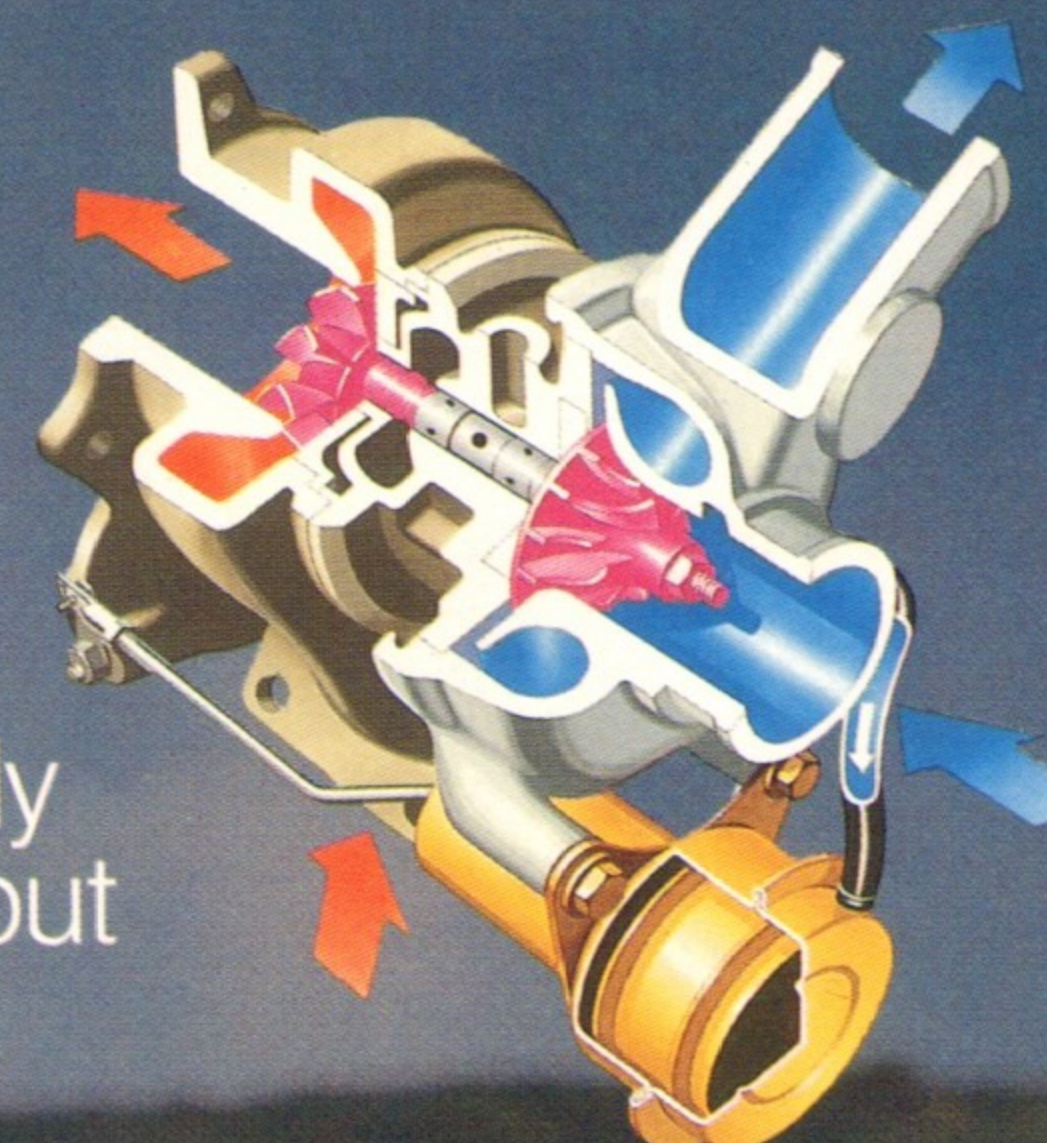
Water-in-fuel and fuel heater lights keep you apprised of vital conditions.

After nearly a half century of developing, refining and perfecting its turbocharging systems, Mitsubishi is recognized as a world leader in turbo technology.

This superiority is due in great part to our synergistic turbocharging philosophy: all Mitsubishi turbochargers must work in close harmony with the engines and vehicles for which they are designed. The result of this focus is a completely integrated Turbo Diesel System that provides smooth and efficient power.

With an outstanding 134 lb.-ft. of torque at 2,000 RPM.

And the Mitsubishi 2.3-liter Turbo Diesel not only possesses a lot more power than normally expected from a diesel, but patented Mitsubishi Dual Engine Stabilizers™ also provide smooth and virtually vibration-free operation.



The Mitsubishi Turbocharging System gives you loads of on-demand power.

Our Super Quick Glow Plug™ starting system is designed for quick starts. There's an engine oil cooler. A fuel-water separator. And you also get an automatic fuel pre-heater.

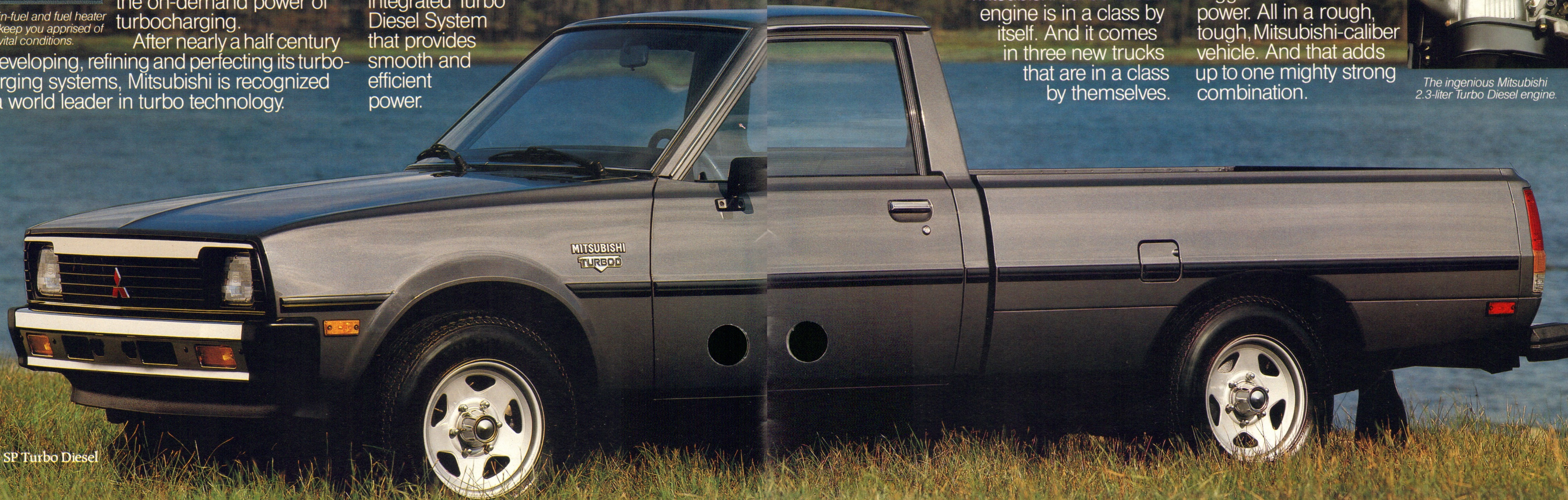
Any way you look at it, the Mitsubishi Turbo Diesel engine is in a class by itself. And it comes in three new trucks that are in a class by themselves.

You can choose the sporty 2WD SP, with cloth-faced upholstery. Full carpeting. And steel-belted radial tires mounted on sport wheels. Or go for the 2WD SPX. It has even more luxury and performance goodies. Like velour bucket seats. Plush carpeting. And quick-reading full instrumentation.

And for the rough stuff, you can put yourself in a smart-looking, tough-performing Mitsubishi Turbo Diesel 4x4 SPX. It's got all the tricks you need for lots of off-road fun. And loads of on-road comfort, too. But no matter which one you choose, you'll be getting diesel ruggedness. And turbo power. All in a rough, tough, Mitsubishi-caliber vehicle. And that adds up to one mighty strong combination.



The ingenious Mitsubishi 2.3-liter Turbo Diesel engine.



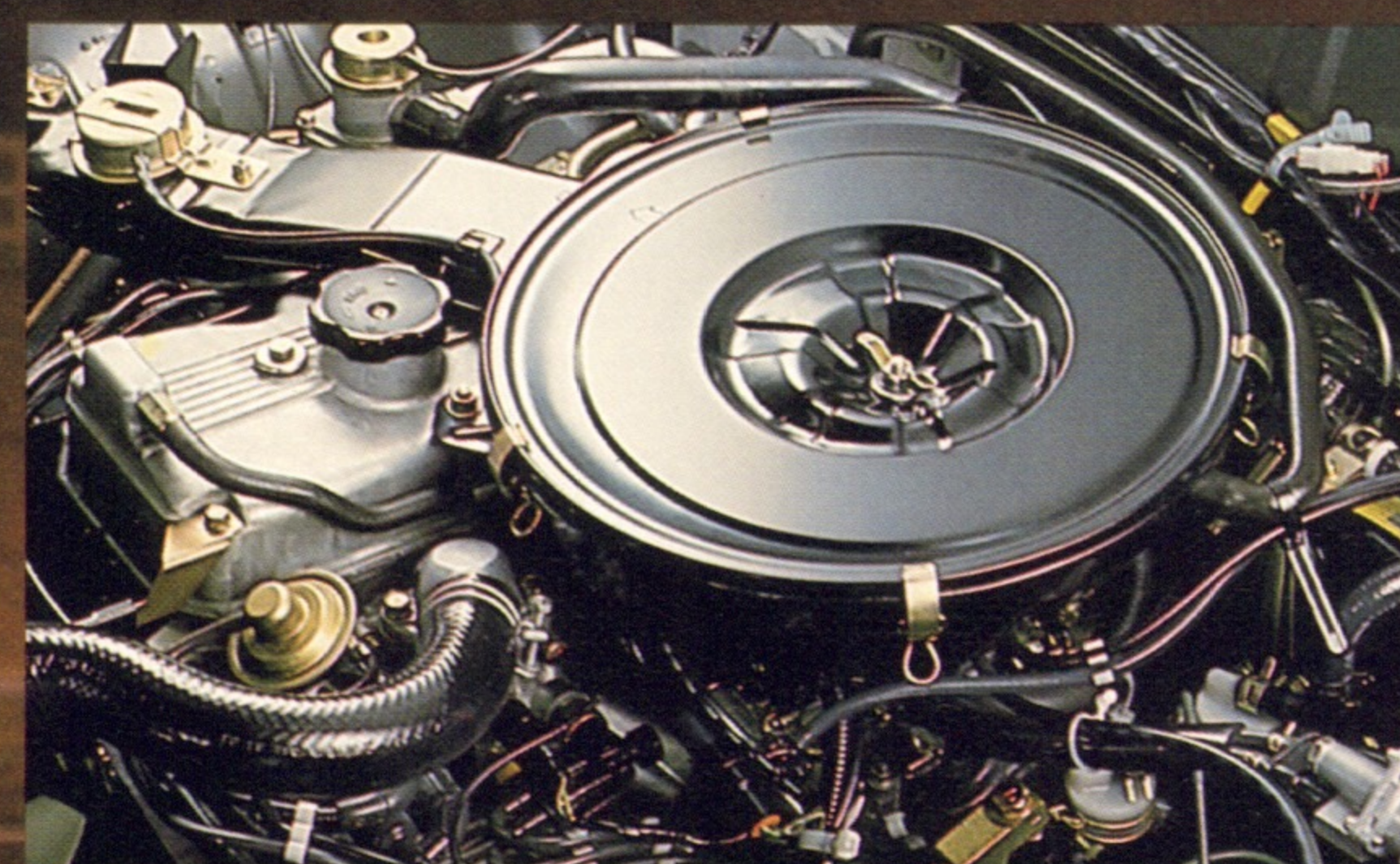
2WD SP Turbo Diesel

SP and SPX. Two full loads of features.

The differences between a real sport truck and a cosmetic facsimile are easily detected. A true sport truck has loads of features. And loads of performance.

Both the Mitsubishi SP and SPX 2WD trucks possess these attributes. And more.

The performance starts under the hood, where you'll find a 2.3-liter Turbo Diesel, or the strong-running 2.6-liter MCA-Jet™ gas engine. Mitsubishi Dual Engine Stabilizers™ are designed to keep them both virtually vibration-free. Automatic valve lash adjusters are designed to reduce valve maintenance.



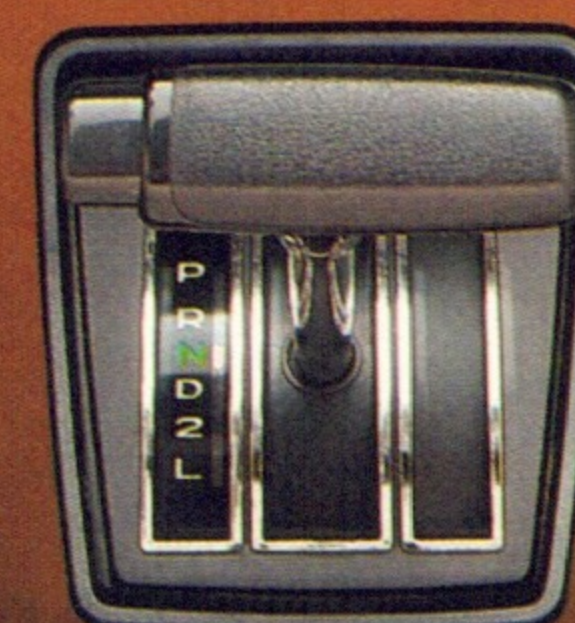
The 2.6-liter MCA-Jet™ gas (shown) or the 2.3-liter Turbo Diesel are both available in the SP and SPX.

A smooth-shifting five-speed manual over-drive transmission puts the power to the pavement with precision. Or, you can get an optional three-speed automatic for your 2.6-liter MCA-Jet™ gas SP truck.

Structurally, the SP and SPX have a six-crossmember frame. And strong welds at each and every stress point.

Both the SP and SPX handle like true sport trucks, due in part to independent front suspension, stabilizer bars and telescopic shock absorbers front and rear.

On the outside, these two beauties sport lustrous,



An optional three-speed automatic transmission is available in the SP.

deep-finish paint, and bright bumpers. There's a handsome new grille and black body side moldings. Steel-belted radial tires mounted on aggressive sport wheels give them both a sure-footed stance.

But don't let slick appearances fool you. The SP and SPX can definitely handle their share of the work load. With a big payload. A double-wall cargo box. Convenient, out-of-the-way steel tie-down bars. And a single-hand tailgate release.

Inside, the SP and SPX are both dedicated to comfort and convenience.

The SP comes standard with full carpeting. A cloth-faced bench seat for three. Armrests and a passenger assist grip. Plus a height-adjustable steering column and an outstand-

ing bi-level heating and ventilation system.

The SPX has all that and more. High-back bucket seats provide ergonomic support. Power steering facilitates handling and parking. There's luxurious velour upholstery and a center console. Full instrumentation includes a tachometer and a quartz clock.

An AM/FM, two-speaker sound system provides miles of terrific listening. The sliding rear window is standard, too.

Either way, SP or SPX, you'll be getting a lot of everything you expect in a true sport truck. Including a full load of something that's becoming less and less common these days. Your money's worth.

A center console with integrated instrumentation is standard on the SPX.



2WD SP Gas

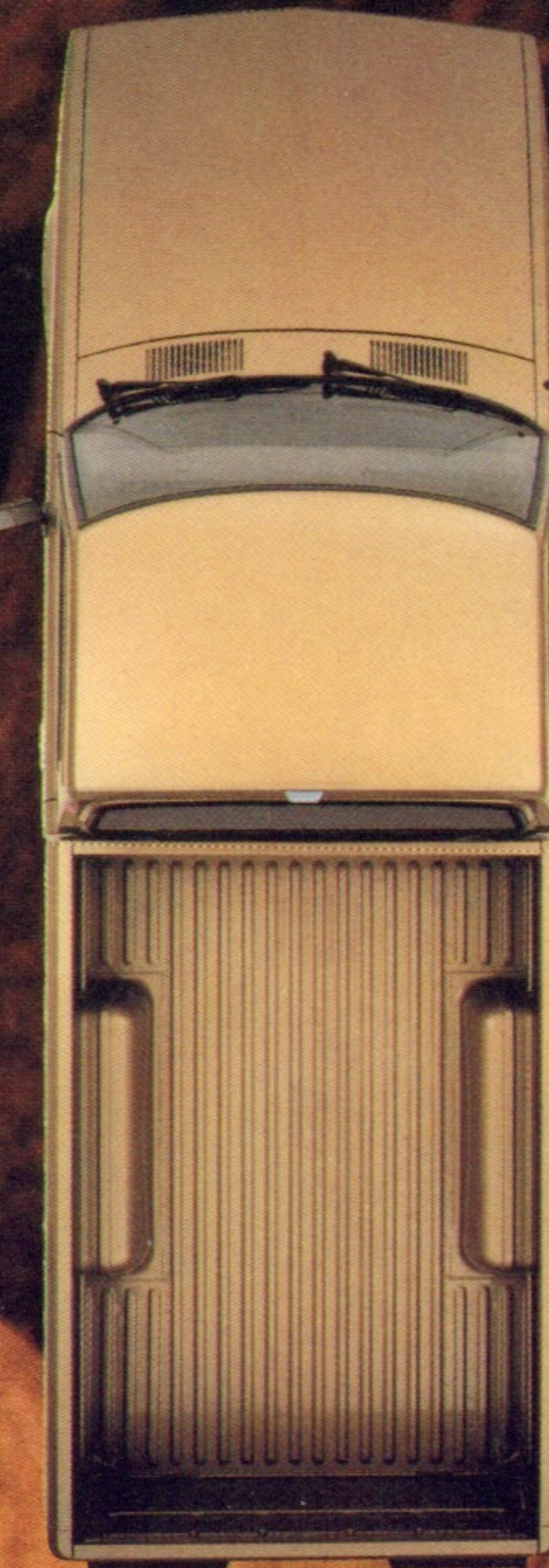


2WD SPX Gas

Mighty Max. Tough to beat. Easy to own.

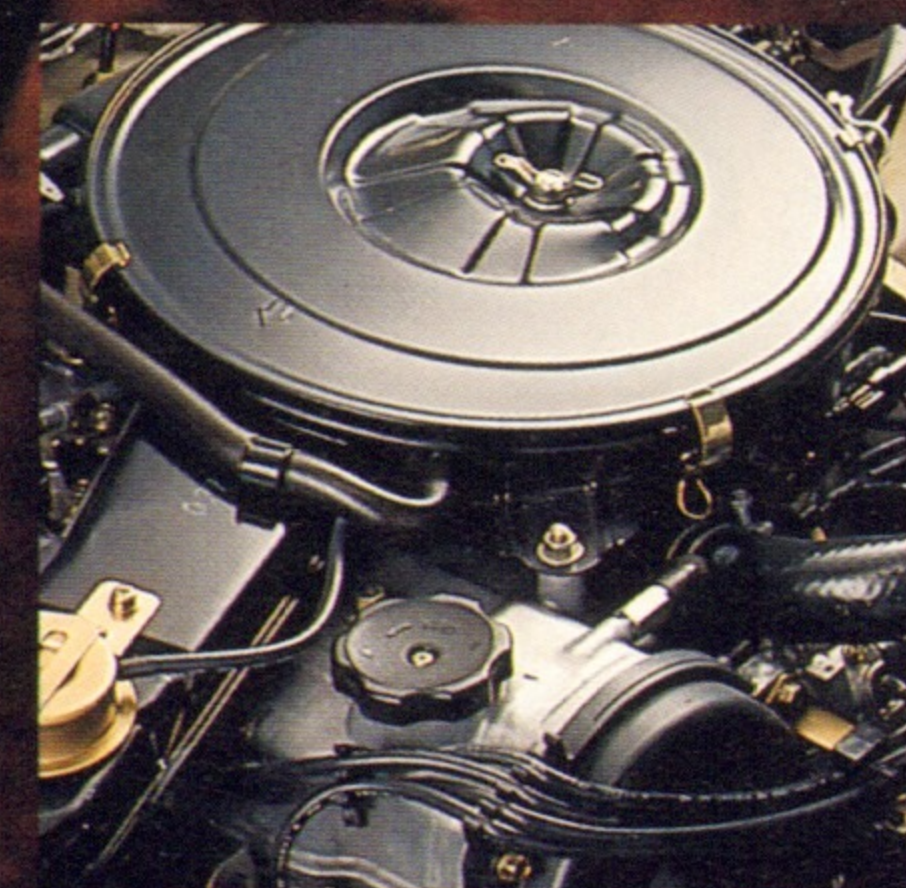
The rugged Mitsubishi Mighty Max has always been a handsome, no-compromise workhorse. And a mighty good value to boot.

At 1,612 pounds, the Mighty Max's payload is one of the biggest in its class. And inside steel tie-down bars along with a single-hand tailgate release and heavy-duty rear leaf springs make it a fine cargo hauling machine.



Its rugged 2.0-liter MCA-Jet™ powerplant is not only strong, but also fuel-efficient.* Mitsubishi Dual Engine Stabilizers™ are designed to help keep everything running smoothly. A quick-shifting manual transmission handily compliments the drive train package.

Mighty Max works hard with a 1,612-pound payload, double-wall cargo box and steel tie-down bars.



Plenty of power is at hand with a tough 2.0-liter MCA-Jet™ engine.

With beefy features like a six-cross-member frame and 100% welded body construction, the Mighty Max has inherited all the toughness you'd expect from the current Class Seven World Off-Road Racing Champion, Team Mitsubishi.

Underneath it all, independent front suspension and power-assisted front disc brakes improve handling and stopping power.

While Mighty Max is tough on the outside, it's comfortable on the inside. With a spacious

bench seat. Bi-level heating and ventilation. And for convenience, there's even a height-adjustable steering column and a two-speed wiper/washer system.

With all these features, it would be hard to improve the Mitsubishi Mighty Max. But we did.

By adding a brand new load of standard truck features that make today's Mitsubishi Mighty Max mighty tough to beat.

Consider standard extras like steel-belted radial tires. Trim rings. A double-wall cargo

New Features for 1985

STEEL-BELTED RADIAL TIRES
TRIM RINGS
DOUBLE-WALL CARGO BOX
TINTED GLASS
AUTOMATIC VALVE LASH ADJUSTERS
18-GALLON FUEL TANK
ELECTRONIC FUEL FEEDBACK SYSTEM
CARGO AREA LIGHT
FULL CARPETING

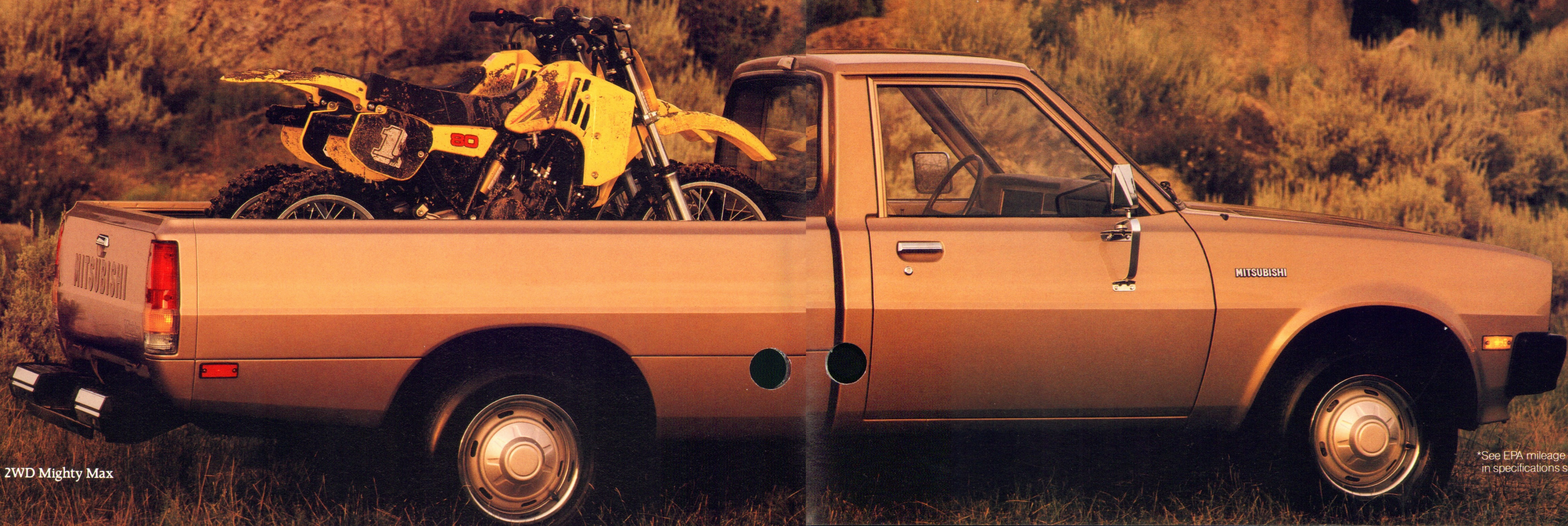
box. A cargo area light. There are new automatic valve lash adjusters. And an electronic fuel feedback system that makes for fast starts and smooth performance as well.

We've added new interior amenities, too. Like tinted glass. Full carpeting.

And an easy-reading instrument panel.

In fact, about the only thing we didn't add for 1985 was a big price tag.

So, Mighty Max is still one of the lowest-priced, best-equipped trucks in America. Which all makes it a mighty big winner. And a mighty fine bargain.



2WD Mighty Max

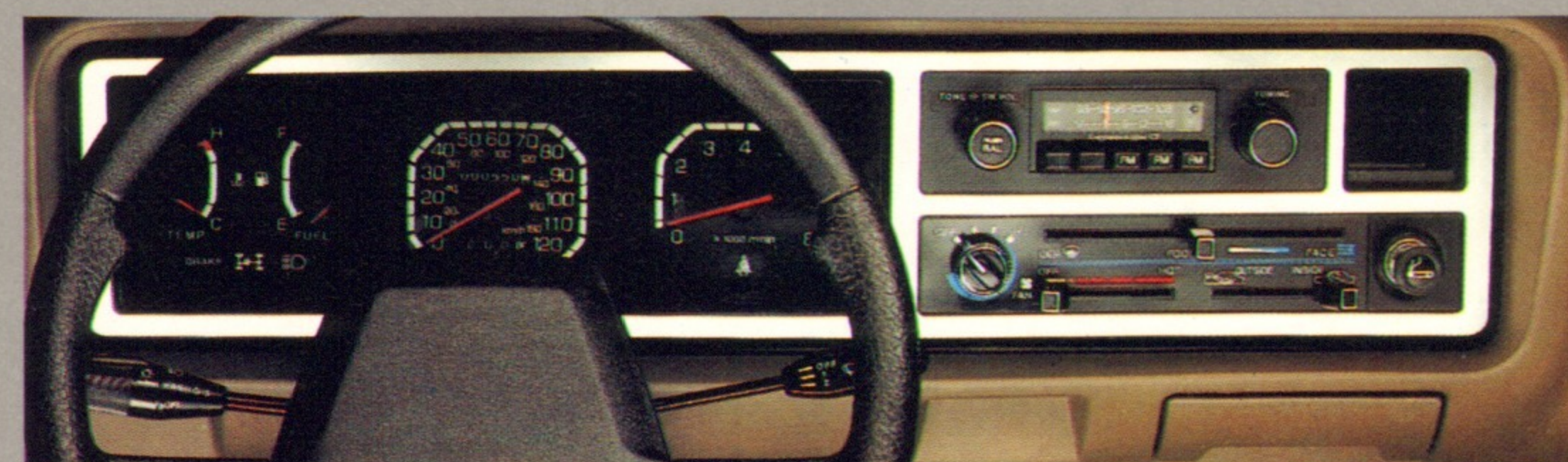
*See EPA mileage figures in specifications section.

Once inside, you'll forget it's a truck.

A good truck is a tough truck. And that's the way it should be, given the kind of rugged duty many truck owners ask their vehicles to perform. Day in and day out.

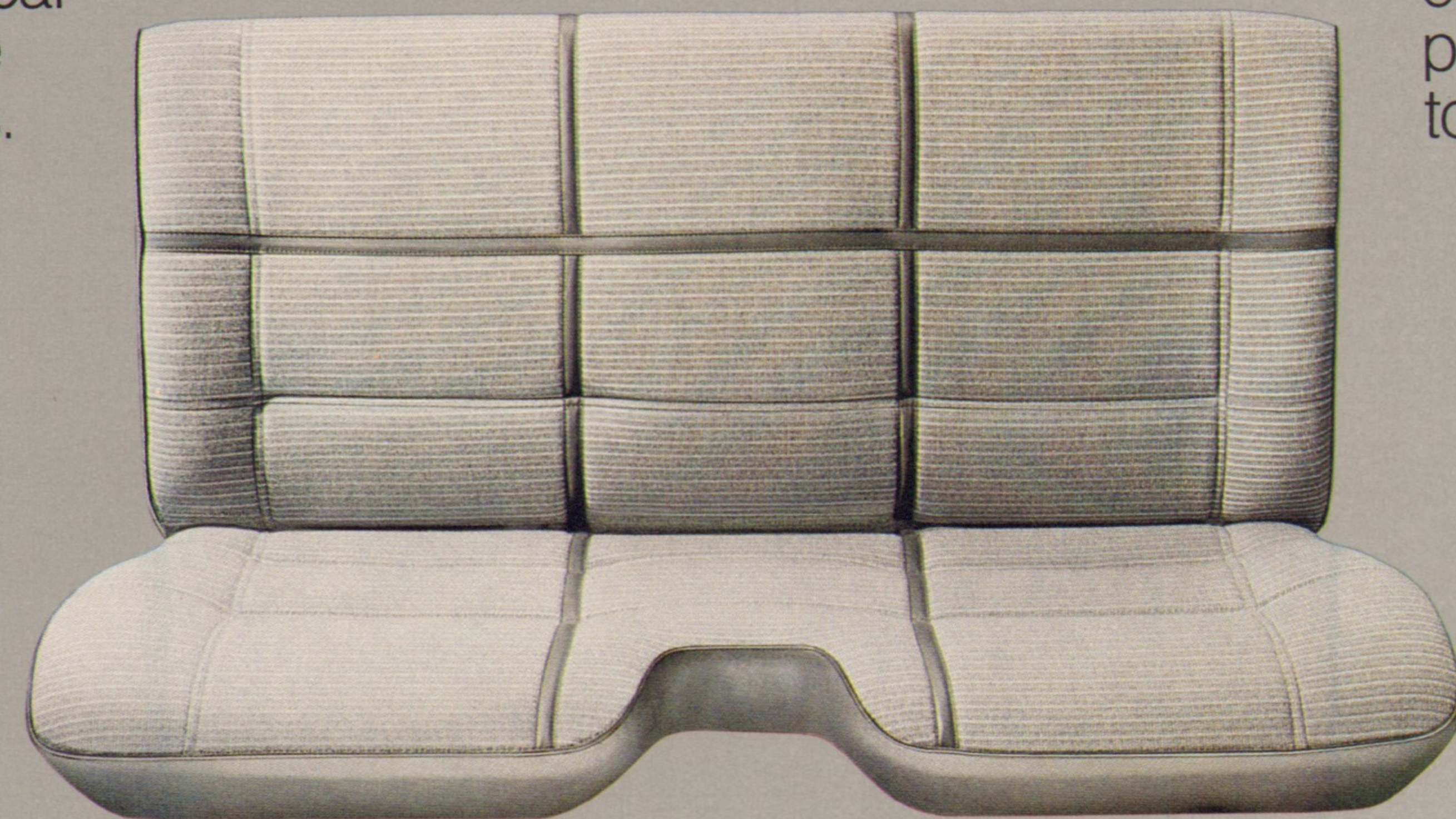
Of course, Mitsubishi Trucks fill this bill. But every Mitsubishi Truck also has a soft spot for you and your passengers. Comfort.

Because Mitsubishi engineers work just as hard making our trucks as easy to ride in as they are tough to beat.



The 4WD SPX instrument panel is designed with easy-to-read gauges and a height-adjustable steering column.

One look in the cab, and you will see our efforts were successful. Right off, you'll notice the expanse of head, shoulder as well as leg room. Every Mitsubishi Truck is intelligently laid out, with just the right seating angles, so there's plenty of space for three full-sized adults. Visibility inside the cab is excellent, with an expanse of window area. And, there's room for your gear in storage space behind the seats.



Plush fabrics and anatomically designed construction make the SPX bench seat a pleasure to occupy.

All Mitsubishi Trucks are fine examples of sound management, too. Engine vibration and noise are reduced by patented Mitsubishi Dual Engine Stabilizers™. And sound-absorbing materials are designed to help keep outside noise outside. Where it belongs.

The resulting peace and quiet and cockpit-like ergonomics make driving a pleasure.

And every Mitsubishi Truck is thoughtfully designed to make operation easier and more natural. There is a height-adjustable steering column. And stalk-mounted headlamp and wiper/washer controls, too. Every Mitsubishi Truck has a good-looking instrument cluster specifically designed to provide quick, accurate reads.

While ergonomics are important, seating comfort is essential in the long run. And Mitsubishi Trucks accommodate you with both luxury and function.

Thick, soft foam padding is designed to form-fit the human anatomy. Fabrics and materials are high quality, and meticulously crafted to pamper and to endure.

But Mitsubishi Trucks go even further to make your ride more enjoyable.

Door panels and dashes are covered and color coordinated. Every floorboard is fully carpeted. And windows are tinted for cool comfort.

When it comes to handling and ride quality, Mitsubishi Trucks are incredibly smooth and stable. The reasons are independent front sus-

pension. Stabilizer bars. And telescopic shocks front and rear.

Air quality in the cab is handily controlled by a clever



Even though it's a workhorse, the Mighty Max has a soft spot for you.

bi-level heat and ventilation system. Integrated air conditioning is also available on all models.

But no matter which Mitsubishi Truck you choose, and how you equip it, you can be sure of the utmost in quality, materials and workmanship. With tight seams. Handsome fabrics. And clean, tasteful design.

All, ingeniously engineered to help you forget you're inside one of the toughest, hardest-working vehicles you can find.

A rugged Mitsubishi Truck.

The spacious SPX cockpit awaits.



Features and options that set the standard.

For 1985, every Mitsubishi Truck comes packed with loads of quality standard features.

For the big hauling jobs, a huge payload and double-wall cargo box are standard. Steel tie-down bars and a single-hand tail-gate release can make your work even easier.

To better handle the road, steel-belted radial tires are standard on all models. As are independent front suspension and big 10-inch power-assisted front disc brakes.

Inside the cab, standard equipment includes full carpeting, tinted glass, a height-adjustable steering column and stalk-mounted headlamp and wiper/washer controls for more natural driving.

To insure excellent air quality, there's even a bi-level heating and ventilation system. And fully integrated air conditioning is available on all Mitsubishi Truck models.

Under the hood, new standard equipment for 1985 gas engines includes an electronic fuel feedback system for fast starts and smooth performance.

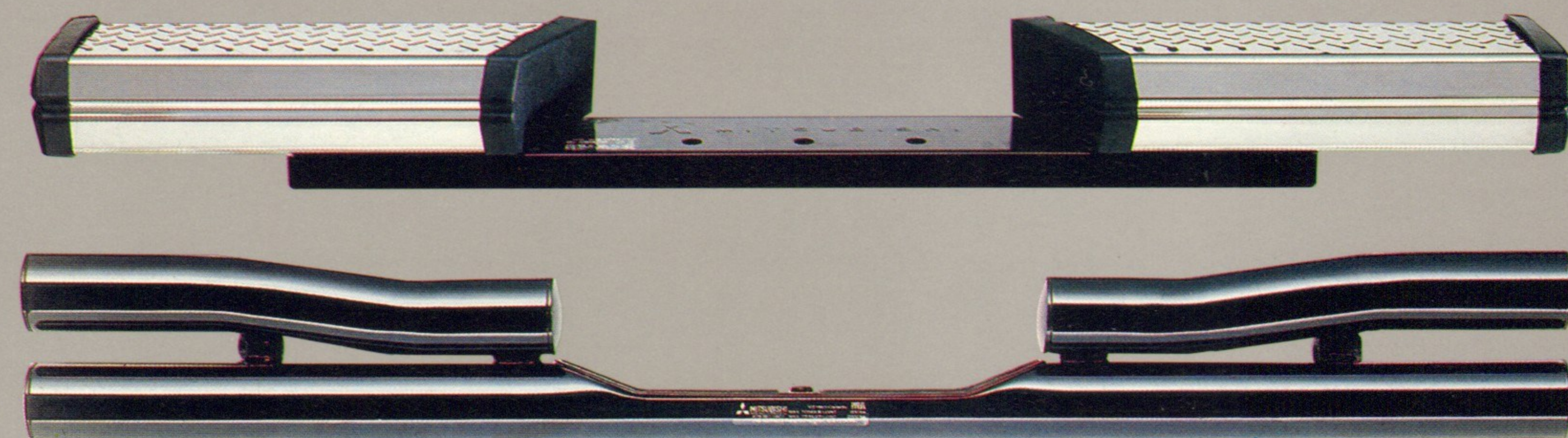
Automatic valve lash



Steel tie-down bars are standard on all models.

adjusters reduce valve maintenance and provide quiet operation. And a new standard 18-gallon fuel tank makes for longer driving distances between pit stops.

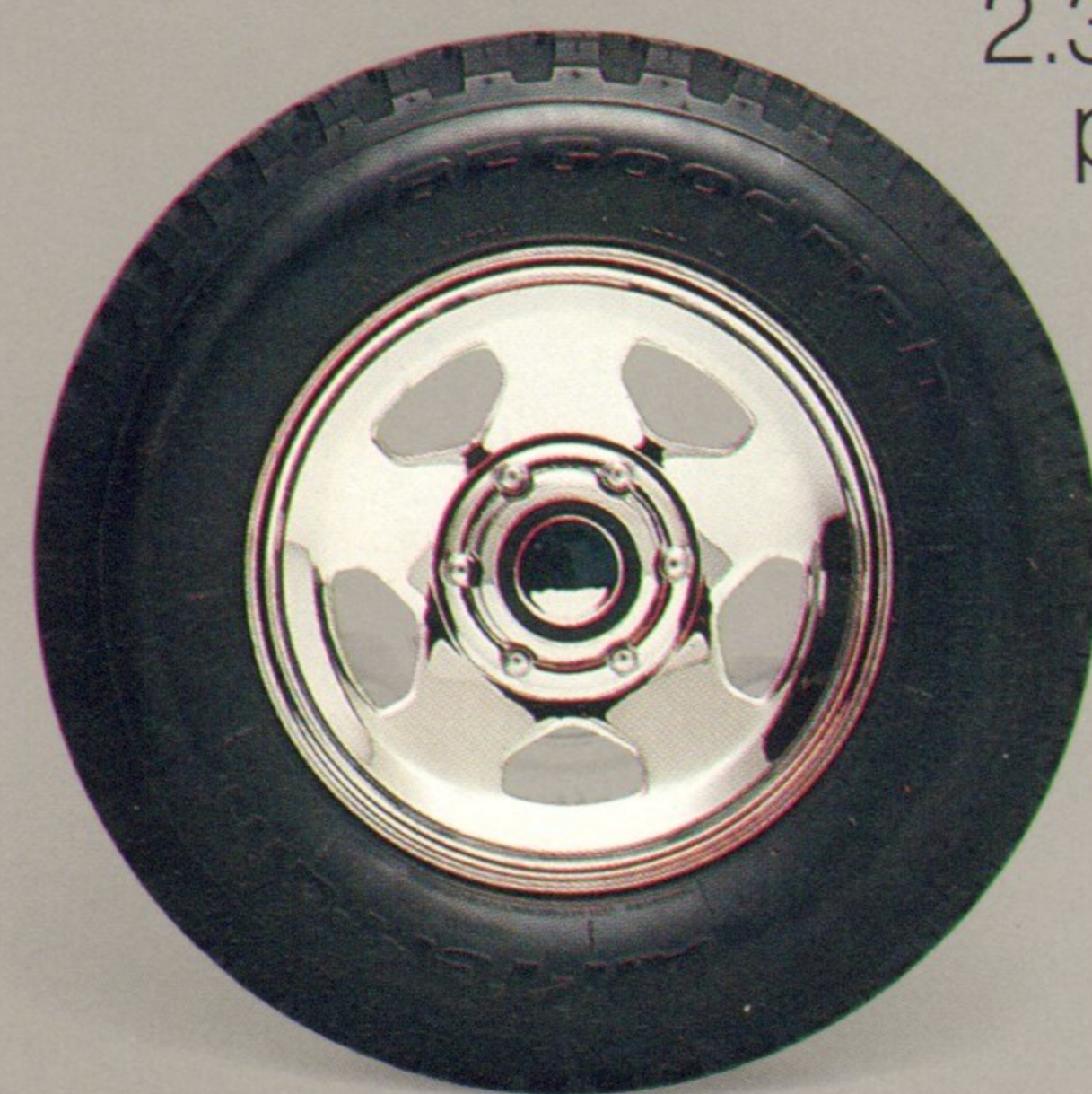
When you move up to the Mitsubishi SP,



Steel double tubular bumper and chrome or black step bumpers are optional.

you get even more. A chrome front bumper. Sport wheels. Plus, wide body side molding.

You can pick your power, too. Choose either the big 2.6-liter MCA-Jet™ gas, or the 2.3-liter Turbo Diesel powerplant.



All-terrain steel-belted radial tires are standard on 4x4 models.

A five-speed manual overdrive transmission is standard on SP and SPX trucks.

The SPX instrument cluster includes a tachometer.

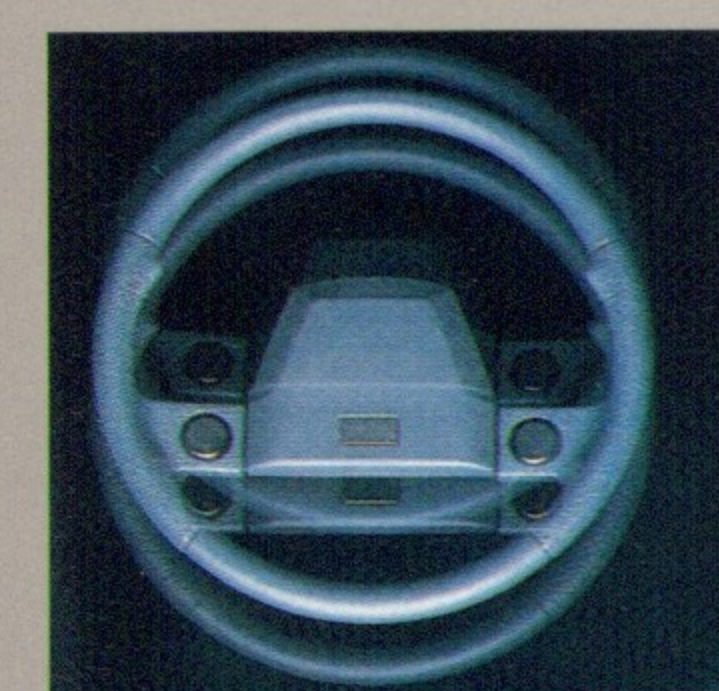


Optional dual western mirrors have rugged brackets.

And even more. For openers, there's velour bucket seats and plush carpeting. The lower door panels are carpeted. There's a center console, a sliding rear window and complete instrumentation, including tachometer and a handy quartz clock.

Power-assisted steering and an AM/FM stereo sound system are standard on the 2WD SPX.

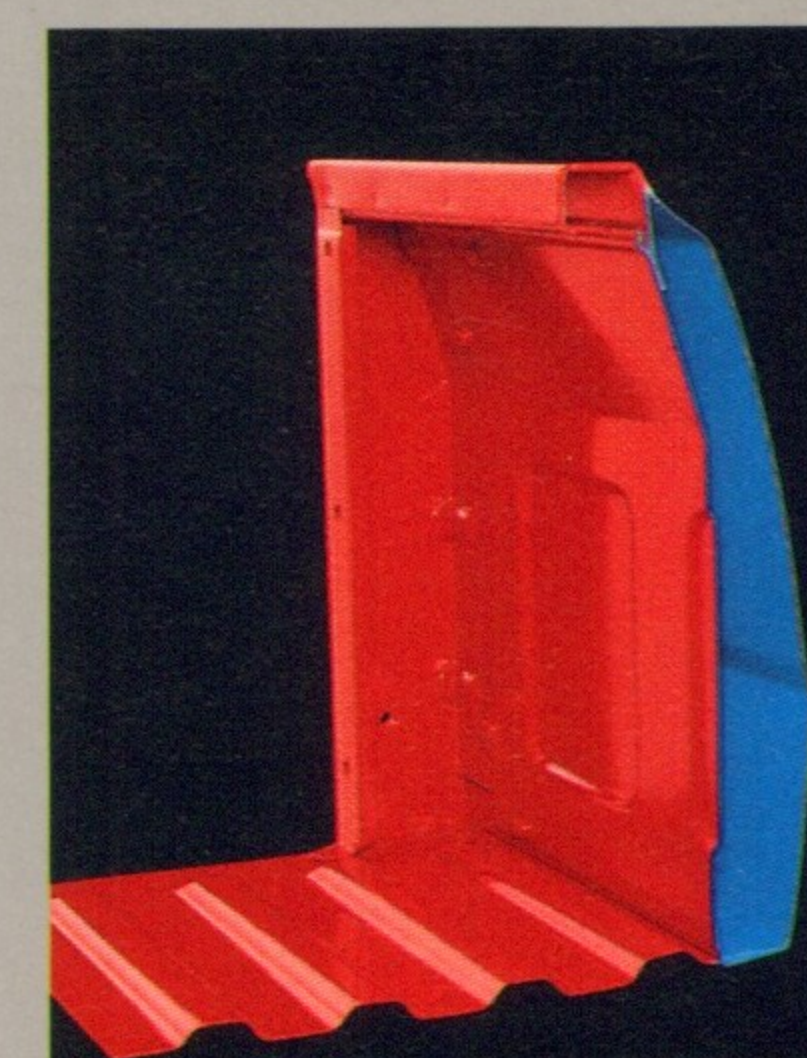
Handsome two-tone paint, bright chrome sport wheels, and a quality Mitsubishi stereo cassette player are options you will want to consider.



A height-adjustable steering column is standard on all Mitsubishi Trucks.

Or, you can choose to get the optional three-speed automatic with the 2.6-liter gas SP.

Inside, the SP sports cloth-face upholstery, a sport steering wheel and a day/night rear view mirror. Large door armrests and a passenger assist grip are also included. In the new 2WD SPX, you get all that.



A double-wall cargo box is a standard feature on all models.

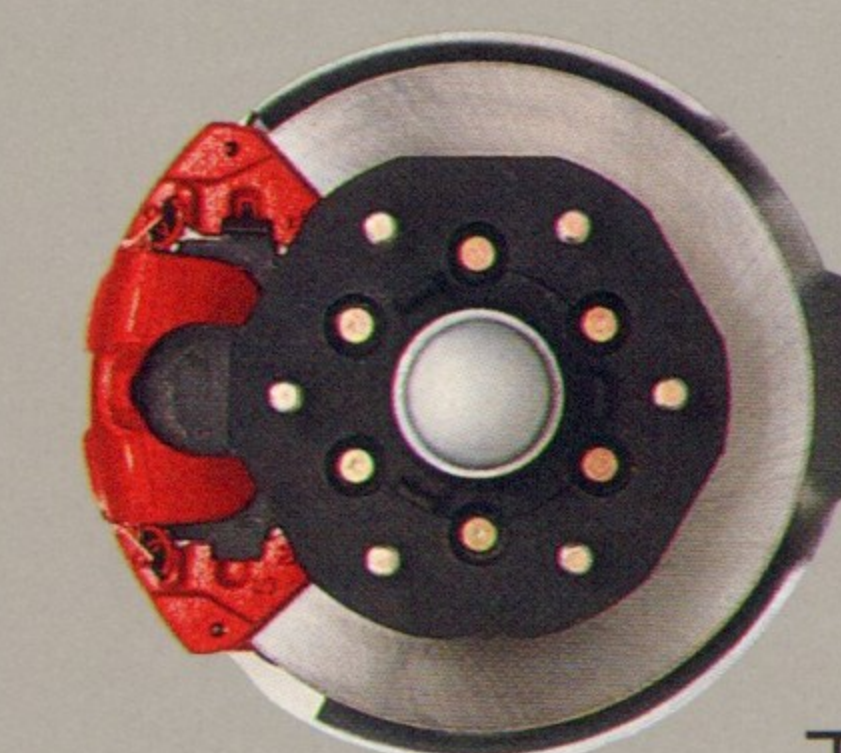


Get an optional Mitsubishi stereo cassette player for your truck.

two-speed transfer case, automatic locking front hubs, skid plates and all-terrain radials.

Also available is Mitsubishi Triple Diamond Service™. Your Mitsubishi Motors factory-trained technician understands your Mitsubishi Truck inside and out. He's got the latest electronic diagnostic equipment.

And Genuine Mitsubishi Parts and accessories keep your brand new truck pure Mitsubishi.

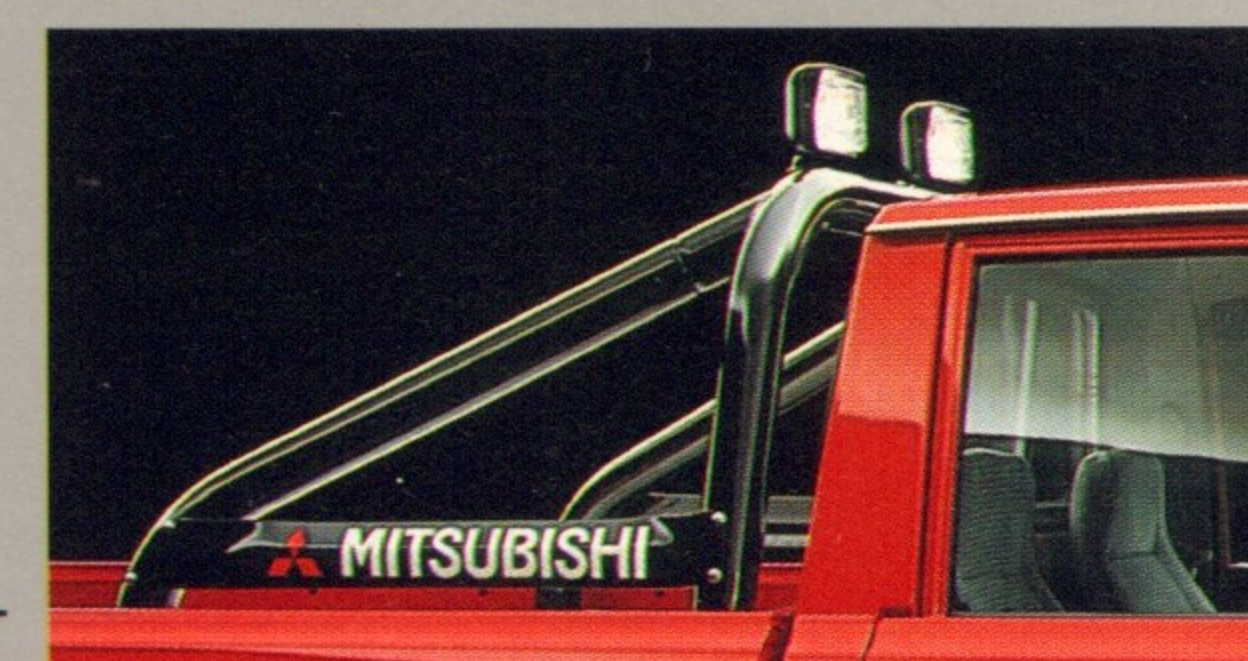


Large 10-inch power-assisted front disc brakes are standard on all models. Ventilated front disc brakes are standard on 4x4 models.

To keep your new Mitsubishi Truck looking great, extensive anti-corrosion measures have been taken.

After wax injection and special sealing, the entire structure is dipped in primer. And it's backed up by a 5-year/50,000-mile limited warranty against body rust-through.**

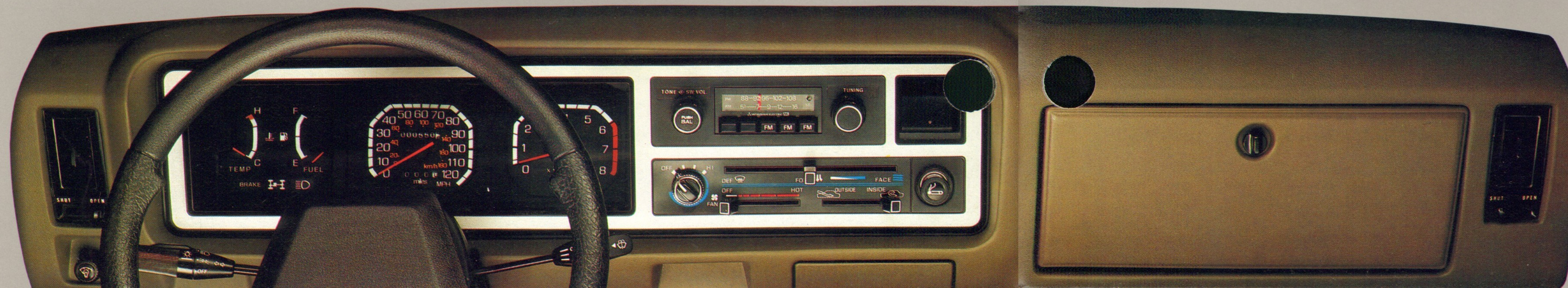
All Mitsubishi four-wheel drive models come with a truckload of standard features. Including mudguards, a 4WD indicator light, a



Order the special Off-Road Package for your 4x4. It includes a sports bar,* grille and brush guard, and steel double tubular rear bumper.

5/50

*Not designed to be used as a roll bar.
**See warranty statement in specifications section.



1985 Truck facts and figures.

Features & Options

		MIGHTY MAX	2WD SP 2.3 T/D	2WD SP 2.6 GAS	2WD SPX 2.3 T/D	2WD SPX 2.6 GAS	SPX 4WD 2.3 T/D	SPX 4WD 2.6 GAS	Standard Optional
MECHANICAL/FUNCTIONAL									
Styled steel disc wheels		•							
Steel spoke-style wheels			•	•	•	•	•		
Chrome spoke-style wheels			•	•	•	•	•		
185SR14 tires, BSW		•	•	•	•	•	•		
GR78x15 all-terrain tires, BSW (M + S rated)									
Power assisted front disc brakes/rear drum brakes		•	•	•	•	•	•		
Self-adjusting rear brakes		•	•	•	•	•	•		
Electronic ignition system		•	•	•	•	•	•		
Super Quick Glow Plug™ starting system			•	•	•	•	•		
Engine oil cooler			•	•	•	•	•		
Fuel/water separator and fuel pre-heater		•	•	•	•	•	•		
Bi-level heating/ventilation system		•	•	•	•	•	•		
Air conditioning		•	•	•	•	•	•		
Power-assisted steering		•	•	•	•	•	•		
18-gal. fuel tank		•	•	•	•	•	•		
5-year/50,000 mile Anti-Corrosion Perforation Limited Warranty †		•	•	•	•	•	•		
EXTERIOR									
Black grille		•							
Bright accent grille			•	•	•	•	•		
Bright trim rings		•							
Tinted glass		•	•	•	•	•	•		
Dual mirrors			•	•	•	•	•		
Western-style dual mirrors		•	•	•	•	•	•		
Bodyside molding		•	•	•	•	•	•		
Cargo area light		•	•	•	•	•	•		
Double-wall cargo box		•	•	•	•	•	•		
Steel tie-down bars		•	•	•	•	•	•		
Rear step bumper, Black or chrome		•	•	•	•	•	•		
Rear tubular bumper, black		•	•	•	•	•	•		
Off-Road Package (rear tubular bumper, grille and brush guard, sports bar)		•	•	•	•	•	•		
Skid plates (front end, engine, transfer case, fuel tank)		•	•	•	•	•	•		
Mudflaps, rear		•	•	•	•	•	•		
Extra-wide bodyside molding		•	•	•	•	•	•		
EXTERIOR COLORS									
New Safari Red		•	•	•	•	•	•		
Polar White		•							
Bright Silver Metallic		•							
Kaiser Silver Metallic		•	•	•	•	•	•		
Light Blue Metallic		•							
Milano Gold Metallic		•	•	•	•	•	•		
Velvet Black		•	•	•	•	•	•		
Kaiser Silver Metallic/Bright Silver Metallic Two-Tone		•	•	•	•	•	•		
Velvet Black/Milano Gold Metallic Two-Tone		•	•	•	•	•	•		
INTERIOR									
2-speed windshield wiper/washer		•	•	•	•	•	•		
Variable intermittent wiper feature									
Day/night mirror			•	•	•	•	•		
AM/FM stereo 2-speaker radio		•	•	•	•	•	•		
Cassette Deck			•	•	•	•	•		
Tripmeter		•	•	•	•	•	•		
Tachometer			•	•	•	•	•		
Oil pressure gauge			•	•	•	•	•		
Ammeter			•	•	•	•	•		
4WD indicator light									
Cigarette lighter		•	•	•	•	•	•		
Height-adjustable steering column		•	•	•	•	•	•		
2-spoke steering wheel		•							
Sports-style steering wheel			•	•	•	•	•		
Passenger assist grip			•	•	•	•	•		
Console w/storage			•	•	•	•	•		
Plush carpeting		•	•	•	•	•	•		
Full-width bench seat w/vinyl upholstery		•	•	•	•	•	•		
Full-width bench seat w/cloth-face upholstery			•	•	•	•	•		
High-back bucket seats w/full-face fabric upholstery									
High-back bucket seats w/velour upholstery									
Behind-seat storage		•	•	•	•	•	•		
Sliding rear window			•	•	•	•	•		

Call 1-800-447-4700 for your nearest Mitsubishi Motors Dealer. For Motor Trend's 1985 Mitsubishi Buyer's Guide, send a check or money order for \$3.95, payable to MMSA, to: Buyer's Guide, Box #26470-TB, Santa Ana, CA 92799-6470. Part #5006. Litho in U.S.A. ©1984 Mitsubishi Motor Sales of America, Inc.

Specifications

	2.0 GASOLINE	2.3 TURBO DIESEL	2.6 GASOLINE
ENGINES			
Model designation	G63B	4D55 w/Turbo	G54B
Applications	Mighty Max	SP, SPX	SP, SPX
No. cylinders, layout	4-cyl., inline	4-cyl., inline	4 cyl., inline
Bore x stroke, mm	85 x 88	91.1 x 90	91.1 x 98
In	3.35 x 3.46	3.59 x 3.54	3.59 x 3.86
Displacement, cc	1997	2346	2555
Cu. in	122	143	156
Compression ratio	8.5:1	21:1	8.7:1
Carburetion	1-2V	fuel injection	1-2V
Horsepower at rpm:			
49-state & Calif	88 at 5000	86 at 4200	106 at 5000
Torque at rpm:			
49-state & Calif	108 at 3500	134 at 2000	142 at 2500
ENGINE FEATURES			
Gasoline engines: Single overhead camshaft, Dual Engine Stabilizers™, MCA-Jet™ combustion chamber design, automatic valve lash adjusters, electronic fuel feedback carburetion.			
Turbo Diesel engine: Single overhead camshaft, Dual Engine Stabilizers™, Super Quick Glow Plug™ starting system, Mitsubishi TD04 turbocharger, Bosch VE fuel injection, fuel heater, water separator.			
Emission control system, gasoline engines: EGR, air induction, 3-way catalyst with feedback control.			
CLUTCH			
Clutch type			single-plate dry
Clutch diameter, in	8.46	8.86	8.86
TRANSMISSIONS			
Applications			
2WD	Mighty Max	SP, SPX	SP (gas only)
4WD			
Gearbox ratios:			
1st	3.740:1	3.740:1*	2.745:1
2nd	2.136:1	2.136:1	1.543:1
3rd	1.360:1	1.360:1	1.000:1
4th	1.000:1	1.000:1	
5th		0.856:1	
Reverse	3.578:1	3.578:1	2.214:1
*3.967:1 in 4WD Turbo Diesel.			
Final drive ratio			
2WD	3.909:1	3.545:1	3.545:1
4WD		3.909:1	
4-WHEEL-DRIVE SYSTEM			
Type		part-time	
Automatic locking front hubs		standard	
Transfer case type		2-speed	
Ratio: High range		1,000:1	
Low range		1,944:1	
SUSPENSION			
Front Suspension, 2WD: Independent with unequal-length A-arms, coil springs, telescopic shock absorbers, 0.87-in. diameter stabilizer bar.			
Front suspension, 4WD: Independent with unequal-length A-arms, torsion bars, telescopic shock absorbers, 0.79-in. stabilizer bar.			
Rear suspension, 2WD and 4WD: Live axle on semi-elliptic leaf spring, bias-mounted telescopic shock absorbers.			
DIMENSIONS-in./mm.			
Wheelbase	109.4/2780	109.8/2790	
Overall length	184.4/4685	184.4/4685	
Width (w/bodyside molding)	65.5/1664	65.5/1664	
Height	57.5/1460	61.6/1565	
Track, front: Mighty Max	53.5/1360		
SPX	54.5/1385	55.1/1400	
Track, rear: Mighty Max	52.8/1340	54.1/1375	
SPX	53.7/1365		
Ground clearance, min. (at MVMA load)	6.9/175	7.5/190	
Cargo box length	81.5/2070	81.5/2070	
Approach angle, degrees	30	41	
Departure angle	16	22	
Head room	38.2/970	38.2/970	
Shoulder room	52.8/1340	52.8/1340	
Leg room	41.1/1045	41.1/1045	

Technical data, features, options and other equipment shown in this catalog are based on the latest available information at the time of printing and are subject to change without notice. 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.

	2-WHEEL-DRIVE	4-WHEEL-DRIVE
CURB WEIGHTS-lbs./kg.		
Mighty Max	2433/1104	
SP w/5M, gasoline	2596/1178	
SP w/5M, Turbo Diesel	2723/1235	
SP w/3A, gasoline	2633/1194	
SPX w/5M, gasoline	2624/1190	3037/1378
SPX w/5M, Turbo Diesel	2751/1248	3134/1422
PAYLOAD RATINGS-lbs./kg.		
Mighty Max	1612/731	
SP w/5M, gasoline	1505/683	
SP w/5M, Turbo Diesel	1378/625	
SP w/3A, gasoline	1371/667	
SPX w/5M, gasoline	1477/670	1454/660
SPX w/5M, Turbo Diesel	1350/612	1341/608
TRAILER TOWING CAPACITY-lbs./kg.		
Trailer weight, max.	2000/907	2000/907
Tongue weight	200/91	200/91
STEERING		
Manual, type		recirculating ball
Availability		Mighty Max, SP
Overall ratio		variable, 18.5-22.5
Turns, lock-to-lock		4.5
Turning circle, curb-to-curb, ft		36.7
Power-assistance, type		recirculating ball
Availability		opt on M Max, SP, std on SPX
Overall ratio		std on 4WD
Turns, lock-to-lock		17.8:1
Turning circle, curb-to-curb, ft		4.2
		36.7
		41.4
BRAKES		
Front, type		solid disc
Power-assistance		standard
Diameter x width, in		10.0 x 0.79
Rear, type		self-adjusting drum
Diameter x width, in		9.5 x 1.97
Total swept area, sq. in		314
		321
ELECTRICAL SYSTEM		
Battery		12-volt, maintenance-free
		transistorized
Ignition system, gas engines		transistorized
Alternator rating, maximum output, amps:		
Gasoline engines	45	45
Turbo Diesel engine	50	50
FUEL SYSTEM		
Type fuel required: Gasoline engines		unleaded
Turbo Diesel engine		#2 diesel
Fuel pump type: Gasoline engines		mechanical
Turbo Diesel engine		fuel injection pump
Fuel tank capacity, U.S. gal.		18.0
		18.0
WHEELS & TIRES		
Wheel size: Mighty Max		14 x 5J
SP, SPX		14 x 6JJ
		15 x 6JJ
Wheel type: Mighty Max		steel disc
SP, SPX		painted spoke-style
Optional (SP, SPX)		chromed spoke-style
Tire size		185SR14
Spare tire, type & size		temporary 185/80D14
		GR78-15
		GR78-15
FUEL ECONOMY FIGURES*		
		49 States
		California
Model	engine/trans	Est. city/hwy
Truck 2WD	2.0/4M	23 26
Truck 2WD	2.6/5M	20 25
Truck 2WD	2.6/3A	21 21
Truck 2WD	2.3D/5M	30 34
Truck 4WD	2.6/5M	20 23
Truck 4WD	2.3D/5M	28 30
		19 22
		25 26

*Use EPA estimated city MPG for comparison purposes. Your mileage may differ with trip length, speed and weather. The actual highway mileage will probably be less. †Within 5 years or 50,000 miles, whichever comes first, MMSA will repair or replace at no charge any body sheet metal panel found to have rust-through due to corrosion in normal use. Mitsubishi off-road race truck has been modified for competition.



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