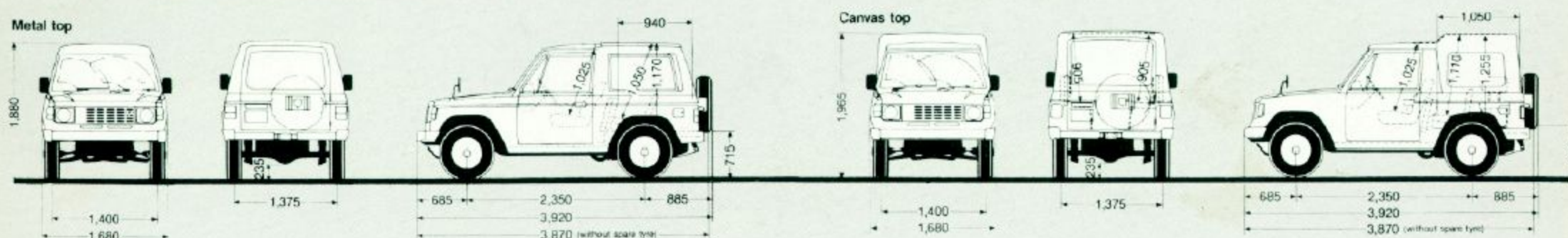




SPECIFICATIONS

Body Type			Canvas Top	Metal Top
DIMENSIONS & WEIGHT	Overall length	mm (in)	3,920 (154.3)	1,680 (66.1)
	Overall Width	mm (in)	1,965 (77.4)	1,880 (74.0)
	Overall height	mm (in)	2,350 (92.5)	2,350 (92.5)
	Wheelbase	mm (in)	1,400 (55.1)	1,375 (54.1)
	Approach angle		45°	40°
	Departure angle		40°	30°
	Ramp break over angle		30°	
	Track	mm (in)	1,400 (55.1)	1,375 (54.1)
	Interior length	mm (in)	1,050 (41.3)	940 (37.0)
	Interior width	mm (in)	1,110 (43.7)	1,430 (56.3)
	Interior height	mm (in)	1,255 (49.4)	1,170 (46.1)
	Min ground clearance	mm (in)	235 (9.3)	715 (28.1)
	Cargo bed height	mm (in)	1,350 (2.976)	1,365 (3.009)
	Kerb weight	kg (lb)	2,115 (4,663)	5.2 (17.1)
PERFORMANCE	Gross vehicle weight	kg (lb)	0.7	
	Min. turning radius	m (ft)	4G54	4G54
	Max. climbing ability	tan θ	2,555 (155.9)	2,555 (155.9)
ENGINE	Type		91.1 x 98.0 (3.59 x 3.86)	91.1 x 98.0 (3.59 x 3.86)
	Displacement	cc (cu. in)	8.2	8.2
	Bore x stroke	mm (in)	76 (103)/4,500	76 (103)/4,500
	Compression ratio		192 (19.6)/2,500	192 (19.6)/2,500
	Max output (DIN net)	kw (PS)/rpm	12 - 50 (*70)	12 - 50 (*70)
FUEL SYSTEM	Max. torque	N-m (kg-m)/rpm	Single, manual choke	Single, manual choke
	Battery	V-AH	60 (13.2)	60 (13.2)
	Alternator	V-A		
TRANSMISSION	Clutch		Single dry plate with hydraulic actuation	Single dry plate with hydraulic actuation
	Type		Manual, floor change	Manual, floor change
	Gear ratio	1st	3.740	3.740
		2nd	2.136	2.136
		3rd	1.360	1.360
		4th	1.000	1.000
		Reverse	3.578	3.578
	Transfer gear ratio		1,000	1,944
STEERING	Type		Recirculating ball and nut	Recirculating ball and nut
	Gear ratio		20.5 - 34.5 (16.4 with P/S*)	20.5 - 34.5 (16.4 with P/S*)
SUSPENSION	Front		Independent - wishbone, torsion bars, telescopic shock absorbers	Independent - wishbone, torsion bars, telescopic shock absorbers
	Rear		Rigid axle, semi-elliptic leaf, bias-mounted telescopic sh. ab.	Rigid axle, semi-elliptic leaf, bias-mounted telescopic sh. ab.
BRAKES	Front		Ventilated Discs	Ventilated Discs
	Rear		Leading and trailing shoes	Leading and trailing shoes
TYRES	Front & rear		6.50-16.6PRLT (*7.00-16.6PRLT)	6.50-16.6PRLT (*7.00-16.6PRLT)

Note: These specifications are based on advance factory information and are subject to change without notice. Please check with your Colt Dealer on the final specification of the Colt Pajero.



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As part of the Colt Policy of continuous improvement, the right is reserved to change specifications, prices and colours, without prior notice.

ADVANCE*
INFORMATION

COLT PAJERO: THE TOUGH NEW BREED OF 4WD

With its advanced chassis design, easy-to-use transmission and thoughtful ergonomics, the Pajero supplies the 4WD performance you need, with a level of comfort that will surprise you. Mile after challenging mile, you will appreciate the many thoughtful design features of the Colt Pajero.

Two different body styles for two different types of driver let you choose the Pajero that's right for you.

If you need an all-round 4WD that can carry four adults in comfort and still have room left over for luggage, you'll want the metal-top Pajero. Its attractive interior, smooth metal roof and inconspicuous roll bar give a crisp, modern look that's light years ahead of most of the competition.

If you intend to concentrate on carrying people rather than things, choose the canvas-top version.

*Scheduled availability: early Spring 1983.



PAJERO



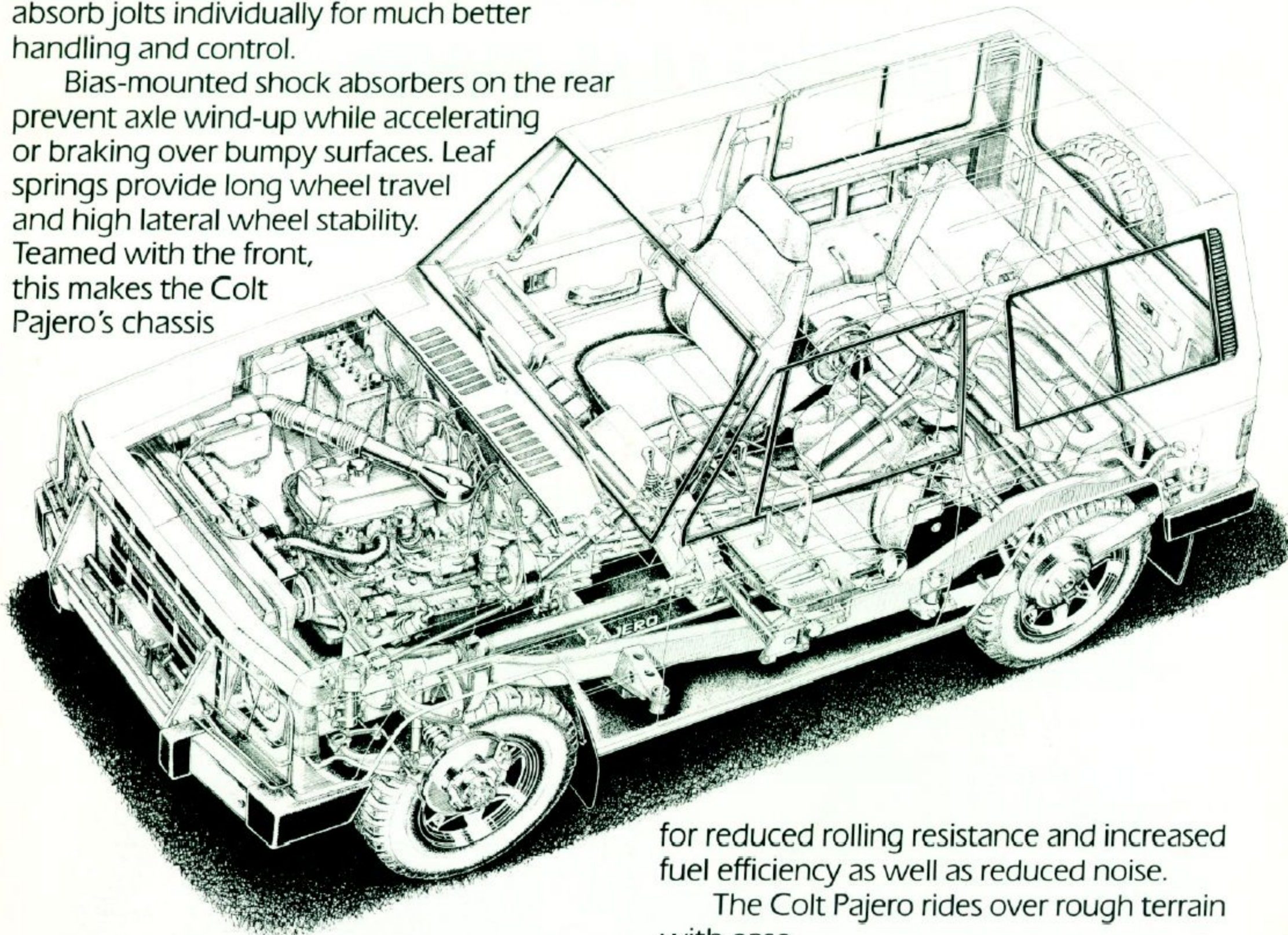
Tough suspension and low centre of gravity put the Colt Pajero ahead.

The Pajero's front suspension is a double wishbone system with torsion bar springs and anti-roll bars. It's independent; unlike the rigid systems used by many competitors. The wheels absorb jolts individually for much better handling and control.

Bias-mounted shock absorbers on the rear prevent axle wind-up while accelerating or braking over bumpy surfaces. Leaf springs provide long wheel travel and high lateral wheel stability. Teamed with the front, this makes the Colt Pajero's chassis

Colt Pajero fast, assured stopping power under any load condition.

Optional free-wheel front hubs allow the driver to disconnect the wheels from the axle



tough enough to bounce back from the harshest off-road pounding you can put it through not to mention offering excellent manoeuvrability and stability at high speeds.

Specially designed dual-purpose tyres bite and grip better in the rough and run longer and quieter on the road.

Vacuum boosted ventilated disc brakes up front and leading trailing drums with automatic load adjusters on the rear give the

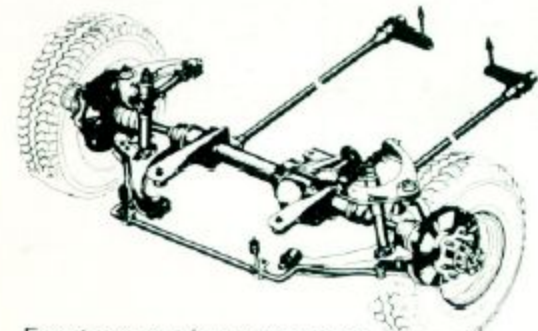
for reduced rolling resistance and increased fuel efficiency as well as reduced noise.

The Colt Pajero rides over rough terrain with ease.

Low, low gearing lets it scale 35-degree hills – much steeper than any you're ever likely to have to climb.

And because of the Pajero's low centre of gravity, you can drive along 45-degree slopes without rolling over.

The Pajero's chassis is fitted with four strong skid plates – under the front of the engine, the fuel tank and the transfer box – to ward off severe shocks, and prevent damage.

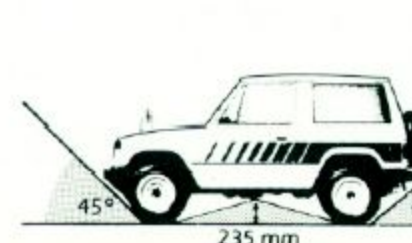


Front suspension uses strong double wishbones with torsion bar springing to give better control.

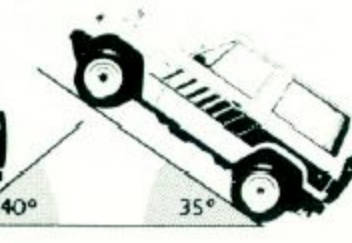


Bias-mounted rear shock absorbers reduce axle wind-up; leaf springs give stability.

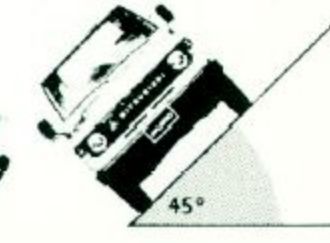
Superb ground clearance



Fantastic climbing ability



Uncanny maximum lean



Come hill or high water The Colt Pajero just refuses to quit

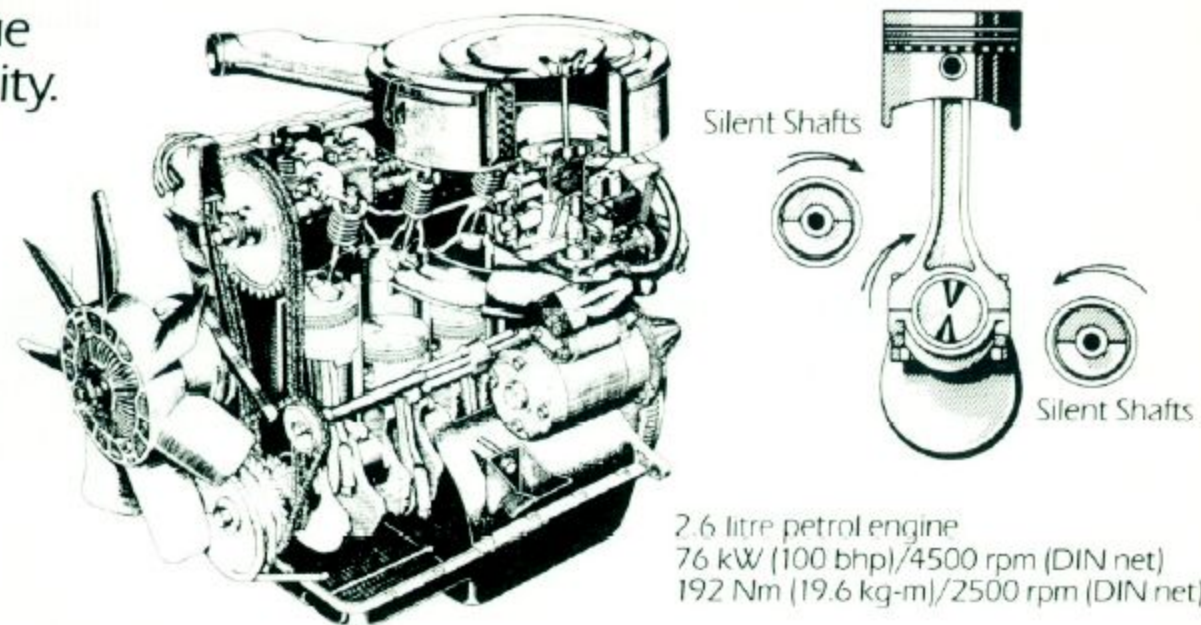


The Colt Pajero Power.

The Pajero's 2.6 litre, four cylinder engine developing 100 bhp provides plenty of torque as well as excellent performance and drivability.

The Colt Pajero's engine also features Mitsubishi's unique "Silent-Shafts" which is common to all Colt 2-litre turbo and non-turbo engines.

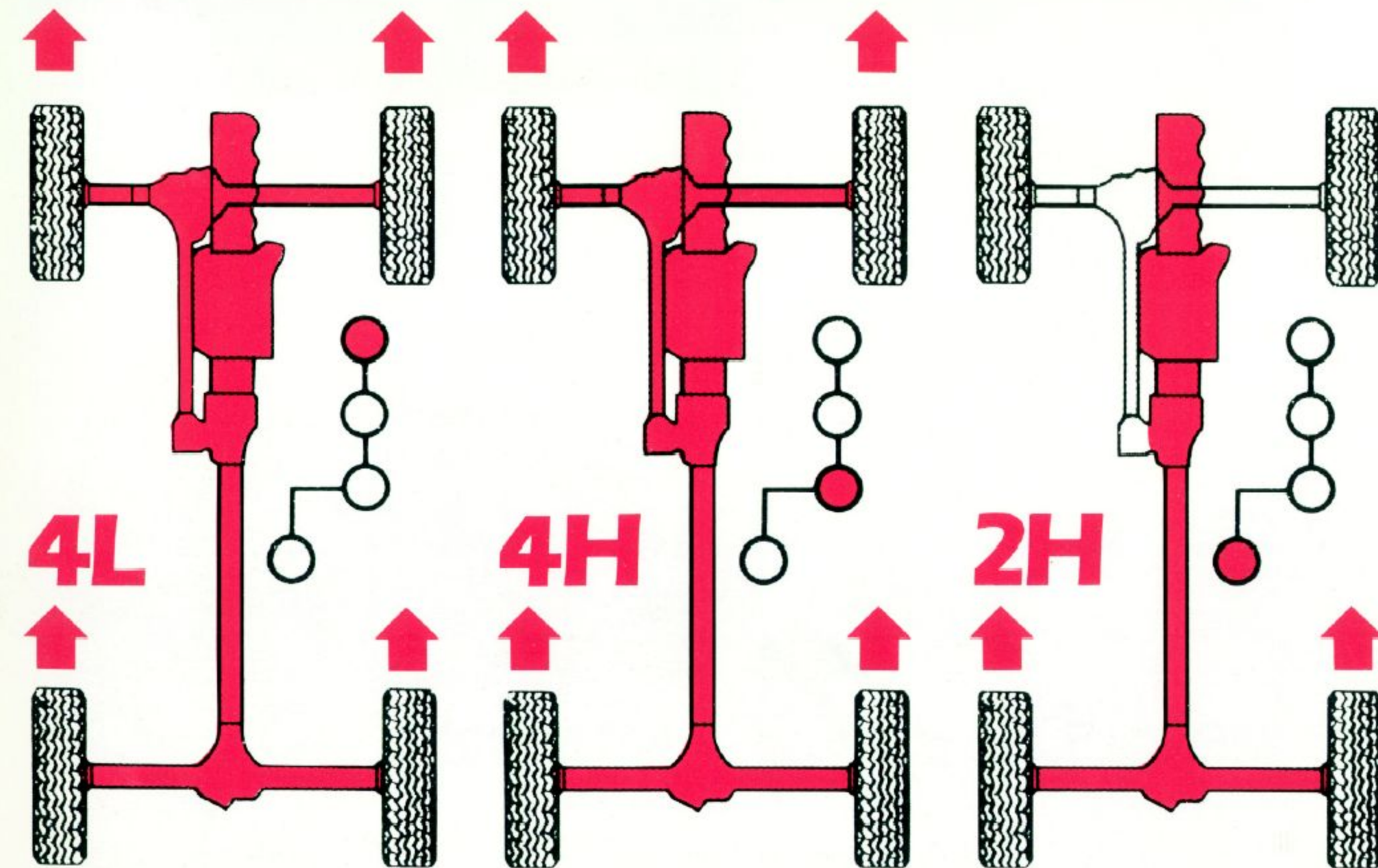
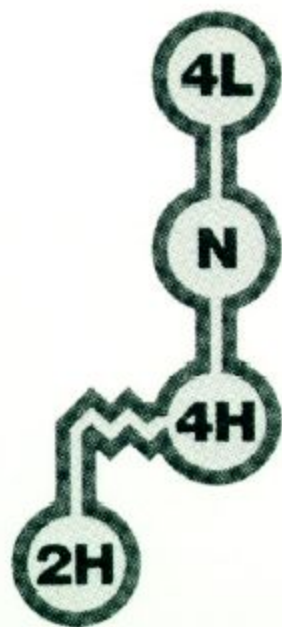
Twin shafts spin in opposite direction to the crankshaft to cancel most engine vibration, especially at higher engine speeds. This yields a smoother, more comfortable ride, with increased engine and chassis component life because there is less vibration stress.



Transmission

The transfer lever on the 4-speed transmission combines 4L, N, 4H and 2H functions in one convenient staggered L pattern, allowing the driver to change mode by feel, as well as by sight. When in 4WD mode, the front axle is connected by a powerful link-plate "silent" chain – a method that's quieter, simpler and more efficient than conventional gear-drive designs, as well as being enormously strong and maintenance free.

The rear wheels are driven directly from the gearbox for maximum efficiency.



The four-wheel drive low range is perfect for really tough going through rugged terrain and over hills.

Four-wheel drive high range is what you should use for faster driving situations requiring high traction, as when cornering on dirt roads or driving through snow.

The two-wheel drive high range is used for normal road driving at usual speeds, or in light off-road work.

High specification inside as well as out.

The Pajero's standard instrument panel features a temperature gauge, oil pressure warning, door ajar warning and 4WD mode indicator, volt meter to tell you if your battery is charging properly, all the way to an 'inclinometer' (similar to the artificial horizon in an aircraft) to tell you when you have reached maximum angles of climb or slope.

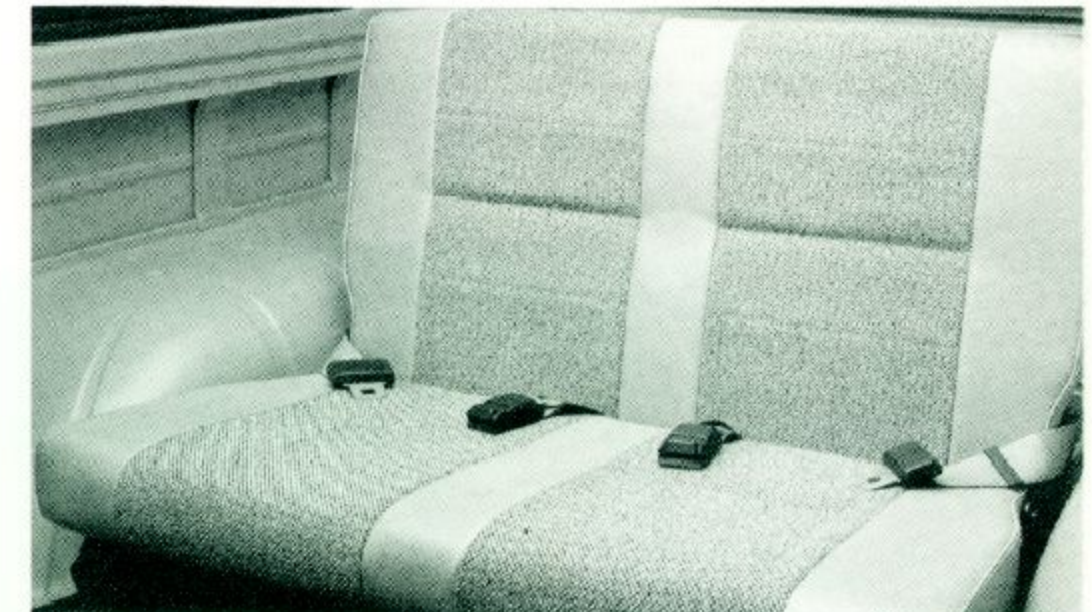
Other features include tinted windows and laminated windscreen, push-button radio, stereo cassette player and power-assisted steering.

The Colt Pajero has fully reclining, front seats with comfort comparable to one of the exciting Colt passenger cars.

A unique Pajero feature solves the problem of achieving comfort without compromising chassis performance: the driver's seat is fitted with a spring loaded shock absorber which is adjustable for individual weight, allowing the whole seat to move up and down to cushion severe jolts.



Metal top model.



Rear seat belts (optional)

