



"First impressions rule the mind"

JAPANESE PROVERB





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The Mitsubishi 3000 GT · Designed to be driven

When Mitsubishi set out to design the new 3000 GT, they did so with the objective of producing an outstanding world beater. The development strategy was to produce a sports car that combined predictable and exciting performance with a very high level of safety, under all road conditions.

The 3000 GT's distinctive styling is the result of extensive aerodynamic research

combined with the skills of top international stylists.

Behind the car's advanced technology is Mitsubishi's underlying conviction that it should be exciting enough to satisfy the demands of the skilled driver, whilst its behaviour should be such that all drivers can enjoy the satisfaction of handling a thoroughbred sports car.

"Where light is, there is also shadow"

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The organic, contoured lines of the Mitsubishi 3000 GT interact between light and shadow to create a car of outstanding beauty and design.

However, beneath the powerful body is much of the world's most advanced automotive technology. Permanent 4 wheel drive, combined with 4 wheel steering provide superb driver control. Electronically adjustable, all-round independent suspension uses special G-force sensors to automatically adjust each shock absorber for optimum roadholding. Advanced 4 wheel ABS braking automatically modulates braking pressure to each wheel to prevent locking.

An Active Aero system maintains a negative coefficient of lift at the front and rear wheels, thereby improving grip. For additional safety, both doors feature strong high tensile steel side protection beams,

and airbags are standard for both driver and front seat passenger.

With a three year unlimited mileage warranty, a six year anti-corrosion perforation guarantee, plus a three year pan-European breakdown and recovery service, you have a car that not only performs, but lasts the distance too.



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"Unpolished jewels do not shine"

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The Mitsubishi 3000 GT is the jewel in the crown of the Mitsubishi range.

To help it shine out in all weathers, Mitsubishi has used special elasticised paint to cushion the lower bodywork from grit and abrasions.

The rigid main body structure contributes significantly to overall handling performance, ride quality and low noise levels. The main outer panels and major stress points are of high-tensile steel to increase the overall strength considerably without causing any penalty in weight.

And a 6 year anti-corrosion perforation warranty provides clear evidence of the quality standards which Mitsubishi applies to all its cars.

Active Aero System

A special feature of the 3000 GT is the Active Aero System – another world first for production cars. It actively controls front and rear lift simultaneously. At the front, an electrically operated Venturi under-spoiler extends downwards 2 inches to increase the speed of the air flow beneath the car, thereby creating a low pressure zone, forcing the car downwards to maximise stability. The amount of downforce increases with speed to improve handling.

In conjunction with the front under-spoiler, the Active Aero System incorporates an electrically operated rear tailgate mounted spoiler, which changes its 'attack angle' by 14° at speeds over 50 mph. This reduces rear end body lift and assists high speed manoeuvrability. Both the front and rear spoilers retract to their original positions at 31mph.



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"There is no limit to looking upward"

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You only have to sit in the sculpted cockpit of the 3000 GT to appreciate the attention to detail and high specification of this super sports car.

Look upward and you have the versatility of a fully removable glass sun-roof. It stows neatly away inside the boot.



Look forward, and you have an instrument layout fit for a plane. The rev counter is red lined at 7000 rpm and the speedometer at 180 mph. The gauges for turbo boost, oil pressure, and engine temperature are angled towards the driving position. The buttons to select the Electronically Controlled Suspension modes, heated rear window and rear fog light are just a fingertip away from the steering wheel.

A unique ICON display lights up to illustrate the status of the car's climate control system.

The ventilation, temperature, and air-conditioning systems are automatic, requiring one-touch control by the driver

or passenger according to individual requirements.

An Electronic Time and Alarm Control System (ETACS) monitors the operation of several crucial functions, including the variable rate intermittent wipers, the mist wiper, interior and footwell lamp dimming, the central door locking system, heated rear window timer and headlamp up/down control.

The driver's seat is power operated with adjustments for leg room, and front and rear height adjustment. Even the lumbar and body side support cushions are electrically adjustable to suit individual requirements.

The folding rear bucket seats feature a 50/50 split back configuration for added passenger and luggage carrying options. And the remote controlled wide opening rear tailgate provides access to 5.8 cu. ft. (165 litres) of load area.

For long distance cruising, the 3000 GT is equipped with electronic cruise control. A six-speaker sound system linked to a stereo radio, cassette and multi-change CD player provides a relaxed environment in which to fully enjoy your driving pleasure. And for final peace of mind, a factory fitted anti-theft system is included.



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"A road of a thousand miles begins with one step"

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The Mitsubishi 3000 GT has also been designed to cover great distances at speed, and in total comfort.

Its Electronically Controlled Suspension (ECS) is controlled from the cockpit. In 'Tour' mode, the ECS computer automatically selects the most appropriate of 3 shock absorber settings – soft, normal or hard – depending on the driving conditions. In 'Sports' mode, the shock absorbers are set in the hard position for enhanced sports driving.

Based on data from the steering, vehicle speed, brakes, throttle position, and G-sensors, the ECS computer automatically keeps each shock absorber set to the optimum damping rate at all times,

thereby minimising excess chassis movement. The system also ensures that the tyres are kept virtually perpendicular to the road for maximum grip and stability.

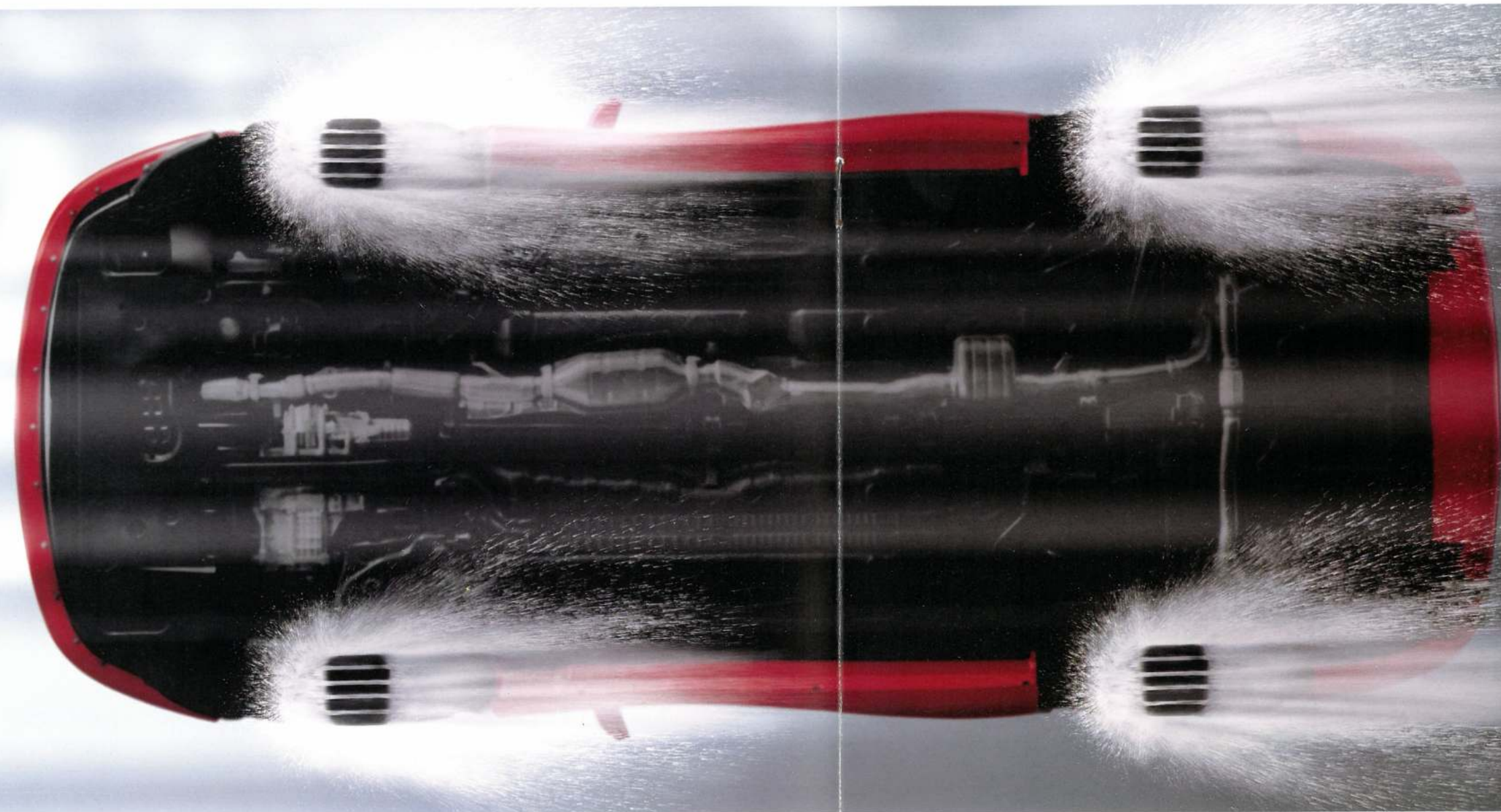
At the front of the car is a powerful V6 3 litre, 24 valve engine with twin turbochargers and twin intercoolers. Featuring computer controlled ECI-MULTI fuel injection, the 3000 GT's engine develops 281 bhp (210 kW) at 6000 rpm and 300 lb. ft. (407 Nm) torque at 3000 rpm.

Low restriction triple catalytic converters are fitted to keep exhaust emissions as clean as possible. A combination of platinum, rhodium and palladium is used for excellent response across the entire power band. Naturally, only unleaded petrol is used.



The Mitsubishi 3000 GT · Designed to be driven





"Every road leads in two directions"

JAPANESE PROVERB

Whichever direction you may take, the 3000 GT has been designed to take the rough with the smooth.

In addition to the Electronically Controlled Suspension, the independent front and rear suspension systems and ultra wide front and rear tracks maximise roadholding for optimum high-speed performance.

Roadholding is enhanced via big 225/50 ZR 17 tyres and lightweight 7.5 J × 17 inch aluminium alloy wheels.

Permanent 4 Wheel Drive

A powerful engine is of little use unless the power can be transferred effectively to the tyres, and the road, under all driving conditions. For this reason, Mitsubishi Motors designed a new 4 wheel drive system for the 3000 GT.

Incorporating a special viscous coupling unit, the 3000 GT's permanent 4WD system constantly controls both front and rear tyre grip for outstanding traction. In addition, the VCU eliminates front/rear

transmission wind-up which would normally lead to accelerated tyre and transmission wear and poor cornering ability.

The torque split between the front and rear wheels is 45/55, and the transverse engine and drivetrain also incorporates a planetary gear centre differential within the transmission unit.

The Viscous Coupling Unit (VCU) also operates as an anti-lock braking modulator, allowing Mitsubishi's advanced 4 wheel anti-lock braking system (ABS) to perform to its full potential. Its action also prevents any one pair of wheels from locking under sudden braking pressure.

Close-Ratio 5 Speed Transmission

A strong Getrag close-ratio 5 speed manual transmission is used in the 3000 GT, together with a high-pressure 10 inch clutch to accommodate the 281 bhp output of the V6 engine.

The gear ratios and final drive ratio have been calibrated to match the power of the engine, and an overdrive 5th gear lets the 3000 GT cruise at high speeds using low engine RPM for smooth and quiet cruising.

"Where the road bends abruptly, take short steps"

JAPANESE PROVERB

Although it is commonly accepted that 4 wheel drive and anti-lock braking offer significant safety and performance advantages, up to now the steering process has been almost universally neglected.

To solve the problems of conventional steering systems, the 3000 GT features a new power-assisted, speed dependent 4 wheel steering system (4WS). Highly manoeuvrable, it has a rapid rate of recovery, exemplary high-speed stability, and provides an ideal combination of predictability, stability and responsiveness under all road conditions.

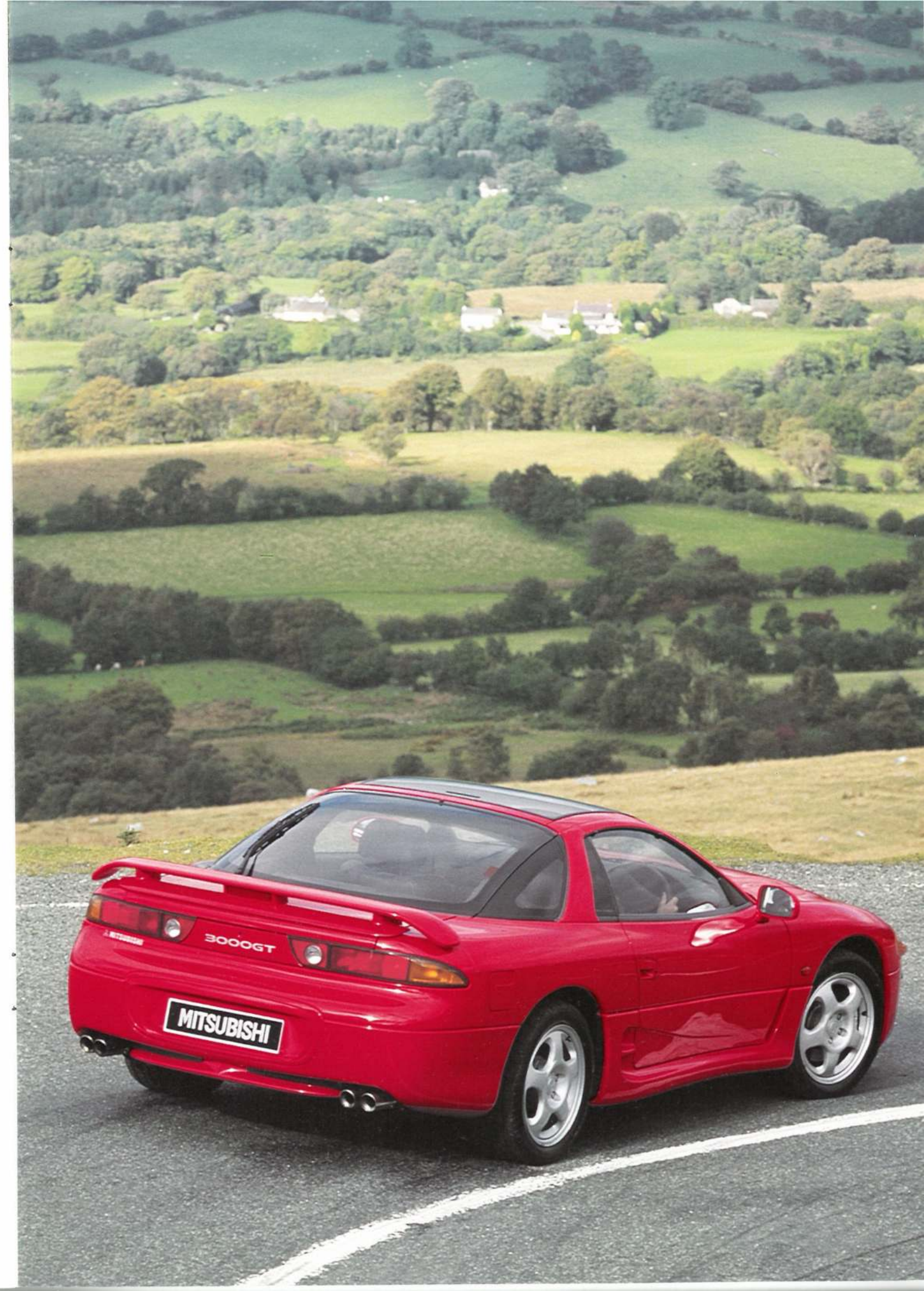
Because Mitsubishi's research engineers discovered that at lower speeds (below 31 mph), 2 wheel steering still had advantages over a full-time 4 wheel steering system, they developed a 4WS system which only operated above 31 mph and enjoyed both 'passive' and 'active' steering characteristics.

Its 'active' operation is in direct response to steering input from the driver. The rear wheel steering angle increases in proportion to the speed by which the steering wheel is turned. The maximum change in direction angle of the rear wheels is 1.5°, but it is sufficient to provide quicker lane changing and reduced steering correction when cornering or driving on



winding roads.

The benefit of the 3000 GT's 'passive' 4 wheel steering is translated into improved straight-line stability when external forces, such as strong side-winds or changes in road camber may normally require steering angle adjustment by the driver.



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Safety

The 3000 GT's many active and passive safety features provide a secure environment for drivers and passengers while enjoying exciting driving. The array of standard passive safety features includes high-tensile steel side door beams, extensive fire safety measures and SRS twin air bag restraints.



Lighting

The 3000 GT's ultra high intensity halogen headlamps are the latest parabolic lens type and ensure great forward visibility at night and in inclement weather. Stylishly integrated into the rear design, brake lamps and reversing lamps are highly visible to drivers behind the 3000 GT.



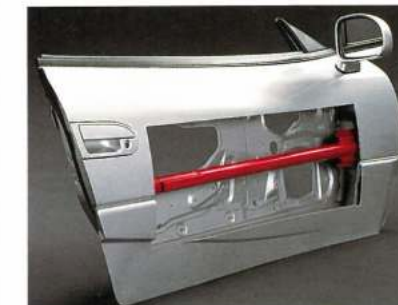
Visibility

The three dimensional glass surface maximizes the driver's forward, side and rear view. To offer protection when driving into the sun, the upper part of the windscreen has a sunshade band. For safety in cold weather, the door mirrors and rear screen are electrically heated.



Anti-lock Braking System

Mitsubishi's 2-channel, 4-sensor ABS maintains steerability when braking. It provides optimum control and stability while still maintaining the maximum possible braking power. This allows the driver to continue steering the car when panic braking would otherwise lock up the wheels and lead to a total loss of control.



High-tensile Steel Side Door Beams

Side door beams made from high-tensile steel offer an extra measure of protection for the occupants in the event of a side collision.

Main Body Structure

The rigid main body structure contributes significantly to overall handling, performance, ride quality and low noise levels. The main outer panels and major stress points are of galvanised high tensile-

steel, increasing the overall strength considerably without causing any penalty in weight. The front and rear body structures surrounding the cabin are deformable and crash-absorbent. In the event of a collision they protect the passengers by absorbing the impact, while the enormously strong main cabin structure and side door beams form a protective cage.

Fire Safety

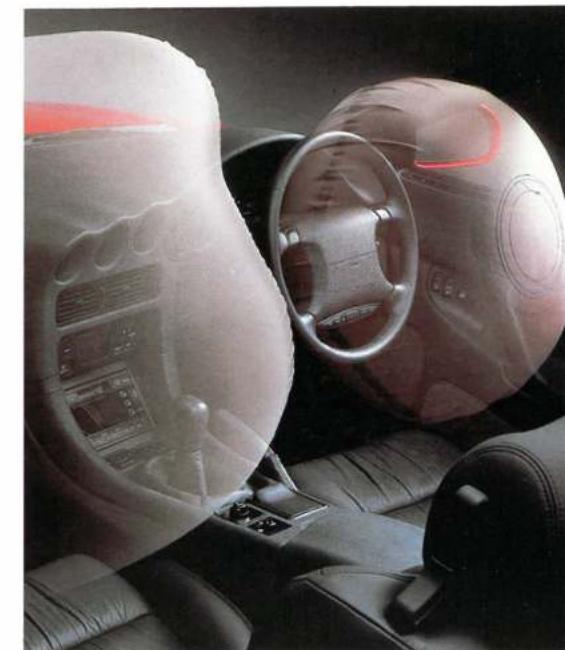
Extensive use of fire-retardant materials into the cabin design to give passengers great fire safety. For further protection a roll-over fuel cut-off valve system prevents fuel from backing up or spilling if the vehicle overturns.

Front and Rear ELR 3-Point Seatbelts

Excellent passenger safety is assured with the 3-point front and rear ELR (Emergency Locking Retractable) seatbelts, which fully restrain passenger forward motion in the event of an emergency stop or collision.

SRS (Supplemental Restraint System) Twin Airbags

Mounted in the steering wheel and fascia, the SRS airbags deploy automatically following a certain level of impact in a collision. In combination with the ELR seatbelts, this system provides excellent driver and front passenger protection.



This picture is intended to depict the SRS operation only. Interior specification for UK vehicles will differ.



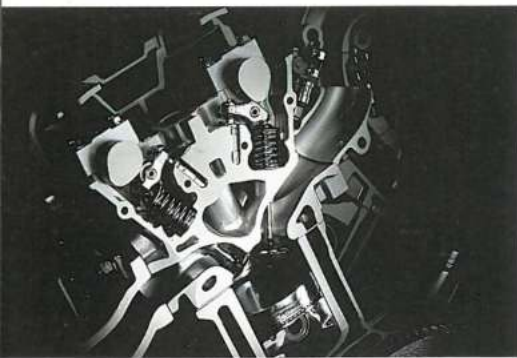
Engine

V6 3000 6G72 Engine With Twin Turbos & Twin Intercoolers

- V6 3.0-litre DOHC engine.
- Twin turbochargers and twin intercoolers provide tremendous power.
- 4 valves per cylinder give excellent air intake and exhaust flow.
- Aluminium cylinder heads incorporate compact pentroof combustion chambers for more power.
- Needle bearing roller rocker arms reduce friction and noise, contributing to increased torque and efficiency.
- Automatic hydraulic valve lash adjusters and an automatic timing belt tensioner minimize engine noise and wear.

Engine Overview

Powering the 3000 GT is the fuel-injected 3.0-litre ECI-MULTI 6G72 V6 DOHC with twin turbochargers and twin intercoolers. It displaces 2972cc from a 91.1mm bore and 76.0mm stroke. Featuring computer-controlled ECI-MULTI fuel injection and an electronically controlled distributorless direct ignition system, this short-stroke design develops 281bhp (210kw) at 6000rpm.



Needle bearing roller rocker arms minimize valve drivetrain power losses, and contribute to increased engine torque and fuel efficiency. Other mechanisms, including automatic valve lash adjusters, an automatic timing belt tensioner, a steel crankshaft, and a 4-bolt main bearing unit beam cap ensure that the engine stays quiet, trouble-free and durable.

Great efforts have been made to improve power, torque and fuel efficiency. As with most high performance racing engines, the aluminium cylinder heads incorporate compact pentroof combustion chambers with large squish areas for enhanced turbulence,

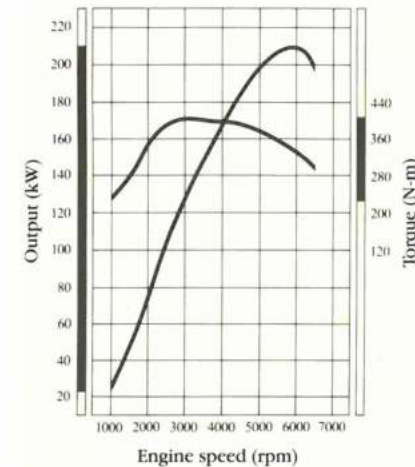
resulting in greater combustion efficiency and torque, plus improved detonation resistance. Lightweight sodium-filled hollow exhaust valves also minimize 'pinking' tendencies and improve valve timing at high engine speeds. A centre spark plug aids combustion efficiency by optimizing flame propagation. Operating with a compression ratio of 8.0:1, the result is better responsiveness, enhanced fuel efficiency, and cleaner emissions.

Low back pressure enhances power and responsiveness while decreasing engine stress. A low-restriction triple catalytic converter system is fitted to keep exhaust emissions as clean as possible. It uses a combination of platinum, rhodium and palladium for excellent responsiveness across the entire power band and minimized emissions output.

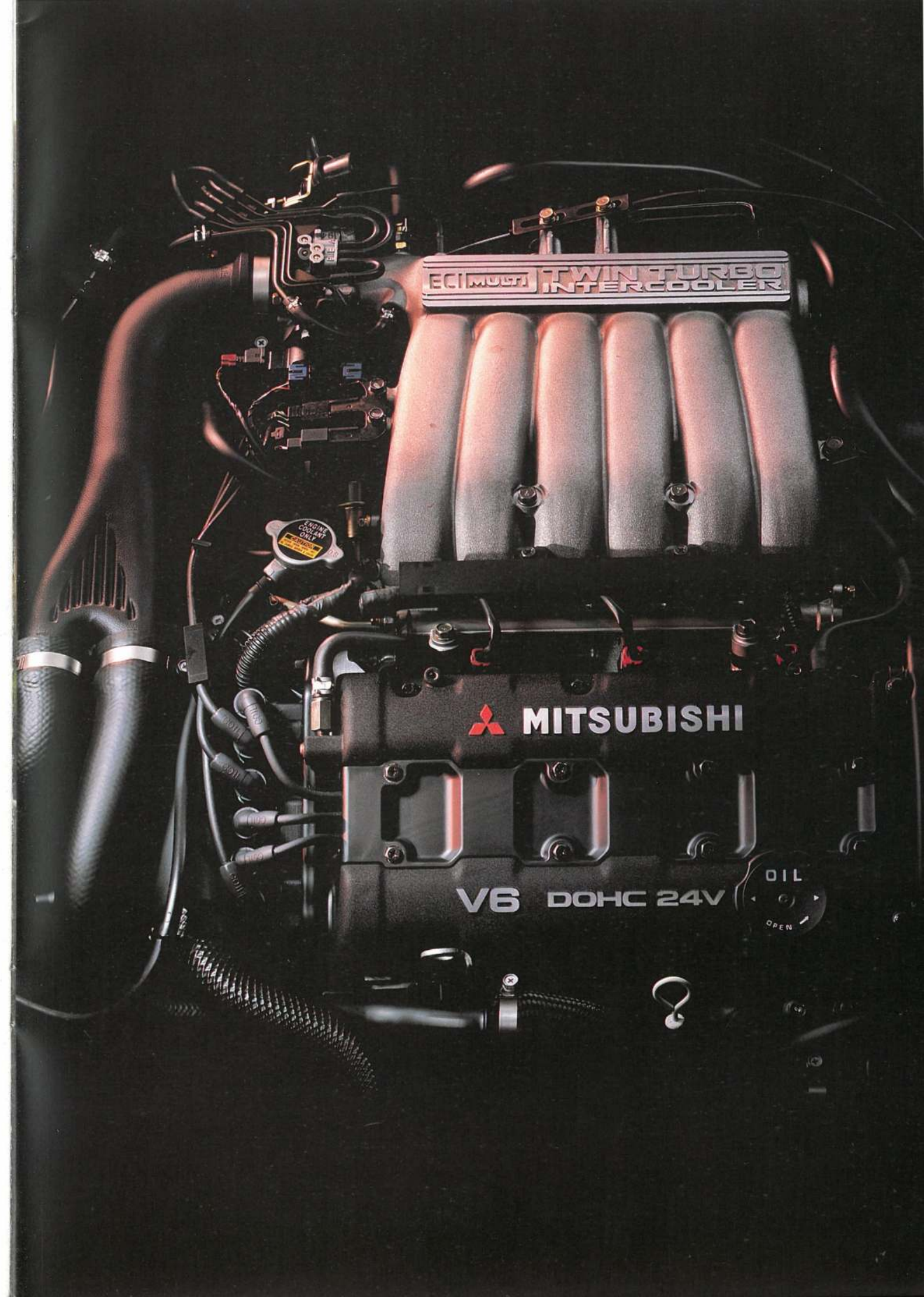
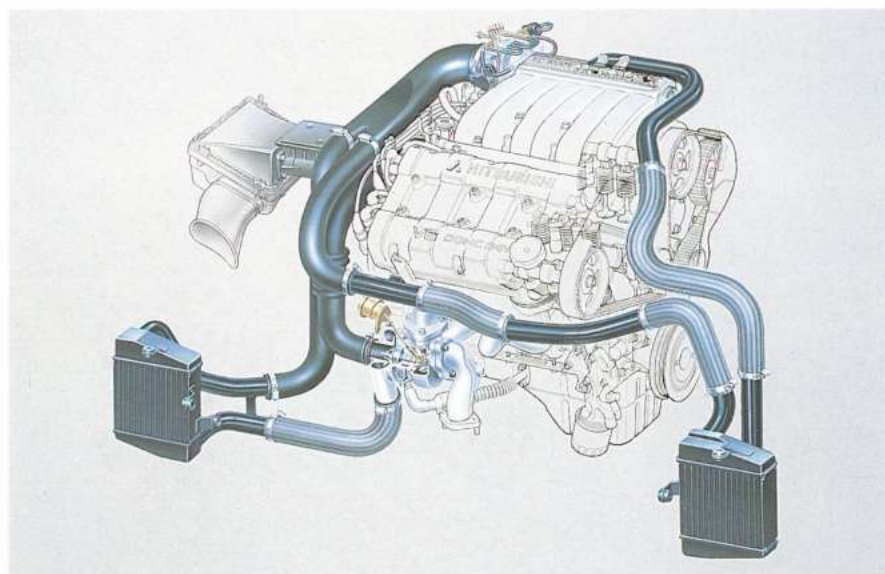
Turbochargers and Intercoolers

The output of the 6G72 is boosted with twin Mitsubishi TD04 turbochargers and twin intercoolers. Each 3-cylinder bank of the V6 6G72 engine has its own independent turbo and intercooler, these being designed for good high speed performance as well as powerful low speed torque.

Featuring a lighter turbine wheel, the turbos have been modified for better response from low engine speeds, and less boost lag. Their stainless steel housings reduce weight and improve heat resistance, while the wastegate port is separate from the turbine output port for improved performance at mid and high rpms. Using 95 octane



or higher petrol with a maximum boost of 0.68kg/cm² (9.67 lbs/inch²), the 6G72 generates 407Nm (300 lb.ft) of torque at 3000rpm (see Performance curve). The torque band is very broad and flat, never dropping below 270Nm at any point above 1500rpm, while its responsiveness and high end power are also very good. The pressurized air from the turbos is cooled by twin air-to-air intercoolers, which receive cooling air through separate air intakes on either side of the front air dam, increasing the density of the intake charge for significantly improved power, torque and responsiveness.

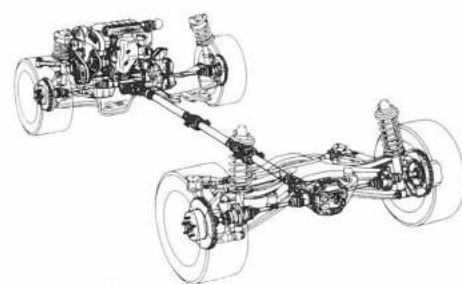
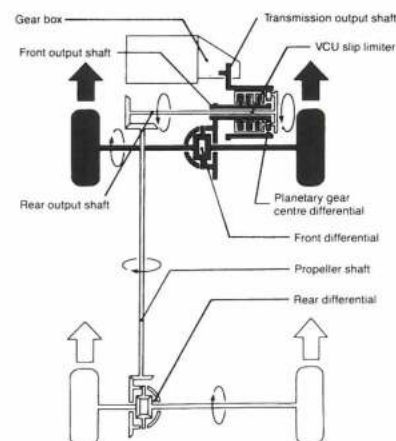


4 Wheel Drive

Four Wheel Drive With Viscous Coupled Centre Differential

- 4WD gives predictable control and responsive high speed manoeuvrability on all surfaces.
- Getrag 5-speed manual transmission provides precise shift feel.
- Viscous coupled rear limited slip differential improves power, performance and fuel consumption.

Having a powerful engine is of little use unless power can be transferred effectively to the tyres and the road under all driving conditions. Therefore Mitsubishi designed a new 4-wheel drive (4WD) system that uses a planetary gear-type centre differential in conjunction with a viscous coupling unit (VCU). This light and compact system constantly controls both front and rear tyre slippage for outstanding overall traction, while noise, vibration and fuel consumption are all kept low. Furthermore, the VCU eliminates the front-rear transmission wind-up stresses which normally cause accelerated tyre and transmission wear and lead to poor cornering ability.



4IS Suspension

- 4IS independent suspension combines the superior roadholding of double wishbones with the comfort of trailing arms.
- Front suspension uses dual damped struts reinforced with twin cross members for better rigidity and alignment, plus a dual insulation system for comfort.
- Front and rear suspension incorporates 3-way electronically controlled shock absorbers with 2 settings for enhanced response.

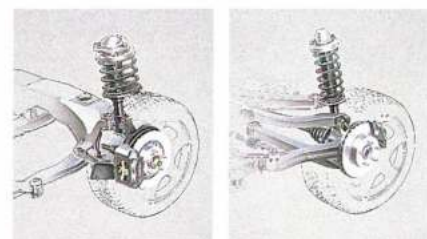
Independent Front Suspension

The 3000 GT's independent front suspension uses dual damped struts, reinforced with twin cross-members for better rigidity and alignment, plus a dual insulation system for comfort. The lower arms are mounted by floating bushes to the main cross-member, which is linked to the front cross-member by left and right structural members. This reinforced structure provides great mounting rigidity for proper suspension alignment, and keeps shocks and jolts from reaching the chassis. The steering box is built into the main cross-member, supplying the precise mass required for effective damping. This layout also improves handling, since the position of the steering arms relative to the lower arms remains constant throughout the entire suspension stroke.

Mounted to and passing through the rear cross-member, an anti-sway bar supplies the correct roll stiffness for nimble cornering. For better handling precision and stability, the bar is connected to the lower arms with ball-joint links. The entire front suspension frame is attached to the chassis by 3 mounting insulators on each side of the main cross-member, and one mounting insulator on each side of the front cross-member. The result is an ideal combination of precise alignment for better handling and smooth action, and minimal noise and shock for a smooth ride.

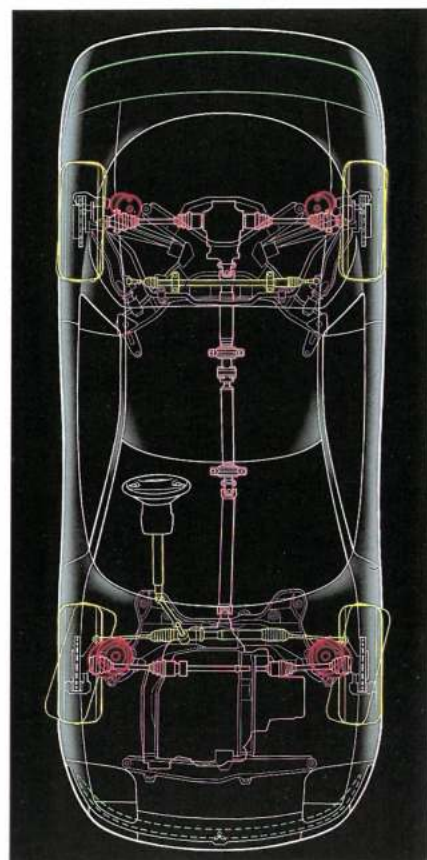
Anti-dive geometry improves braking stability, while the use of negative offset geometry enhances safety and stability under adverse conditions. With a normal suspension system, if one tyre loses grip or blows out while braking, the difference in grip between the left and right tyres will make the car slide unpredictably and possibly spin. However, the 3000 GT's negative offset geometry automatically countersteers the tyres towards the low grip side, and keeps the car on a relatively straight course. The wide 1560mm front track minimizes loading of the outer wheel during cornering, improving

the stability for optimum high-speed performance. The front suspension has been designed to lower the roll centre and the centre of gravity.



Independent Rear Suspension

Mitsubishi's all-new 4IS independent rear suspension features a self-aligning toe adjustment mechanism and double-wishbone trailing arms, forming a passive 4-wheel steering system. Combining the superior roadholding of double-wishbones with the comfort of trailing arms, the 3000 GT's ability to constantly maintain accurate suspension geometry is a guarantee of maximum stability and adhesion during braking, cornering and acceleration, regardless of road conditions.



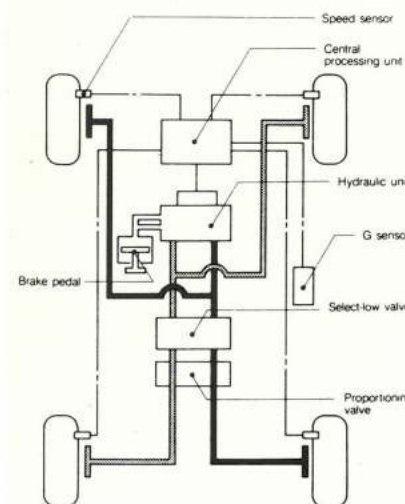
Brakes

For maximum braking power the 3000 GT incorporates large ventilated discs at all four wheels, 4-piston aluminium front callipers for better fade resistance and handling, and a 4-wheel anti-lock braking system (ABS), which enables the driver to avoid obstacles while braking.

Large 11.7 inch rear discs (actual 297mm dia. × 20mm thick) and larger 12.3 inch front discs (actual 312mm dia. × 30mm thick) deliver short, sure stopping power.

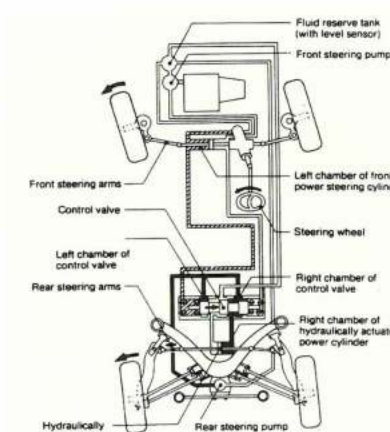
Anti-lock Braking System (ABS)

The 3000 GT's 4-wheel ABS improves braking performance by preventing the wheels from locking in emergency braking. Since 4-channel ABS causes torsional vibration of the drive shafts when applied to 4WD cars, the 3000 GT uses a diagonal 2-channel 4-sensor ABS design that doesn't generate problematic vibration.

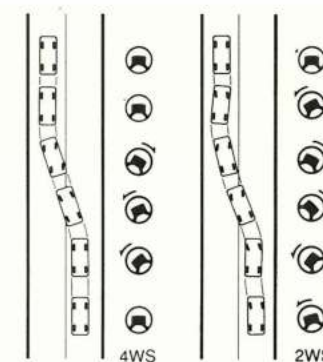


In Mitsubishi's 2-channel, 4-sensor ABS, a speed sensor at each wheel is used together with a G sensor, which monitors the overall amount of vehicle deceleration. Based on data from the sensors, the ABS computer determines whether any wheel is about to lock during braking, and modulates the braking pressure to the appropriate wheel to prevent locking. The VCU of Mitsubishi's 4WD system operates as an additional anti-lock braking modulator. Its action as a limited slip link between the front and rear wheels prevents any one pair of wheels from locking under sudden braking.

4 Wheel Steering



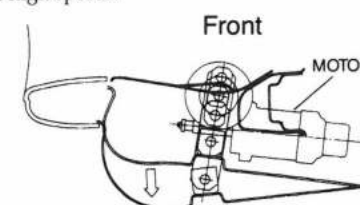
Mitsubishi's 4WS system is particularly effective on winding roads and in other conditions requiring a constant change in direction, even if the road surface is slippery. Additionally, the effectiveness of 4WS at generating peak cornering performance allows the suspension setting to be tailored for maximum straight-line stability without adversely affecting manoeuvrability. As cornering and tractive loads are distributed evenly between all four wheels, tyres last longer as well.



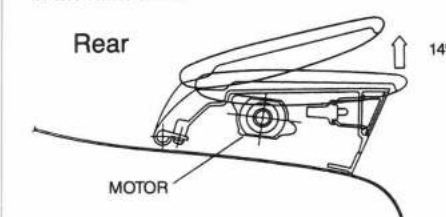
Together with its inherently faster steering responses and recovery time, the Mitsubishi 4WS system constitutes a major advantage when an obstacle requires quick and sure driver action to avoid collision. Furthermore, since a 4WS car does not require the constant high speed corrections of conventional 2WS cars, it keeps the driver more relaxed and alert over long distances, reducing fatigue-induced driver error. And since the Mitsubishi 4WS system is steering force-dependent, it is relatively unaffected by road bumps, cross winds or changing road conditions, corrections for such disturbances being fast and easy.

Active Aero System

A special feature of the 3000 GT is the Active Aero System, the first mass production system in the world to actively control front and rear lift simultaneously. Its extendable front and rear aerodynamic devices both add a distinctive styling accent and increase downforce for improved stability and handling. At speeds above 50mph a motorized Venturi under-cover extends downwards by 2 inches from the front bumper. Reducing the distance between the under-cover and the road surface causes the Venturi effect to increase the speed of the air flow beneath the car and create a low pressure zone there, forcing the car downwards onto the road. The amount of downforce increases with speed, enhancing stability and handling at high speeds. The attack angle of the rear spoiler changes by 14 degrees above 50mph, also reducing rear body lift and assisting manoeuvrability. The overall effect is reduction of the coefficient of lift from +0.10 to -0.10 without increased drag. Specifically, compared with conventional cars, the Active Aero System maintains the front and rear lift in proper balance, resulting in better manoeuvrability at high speeds.



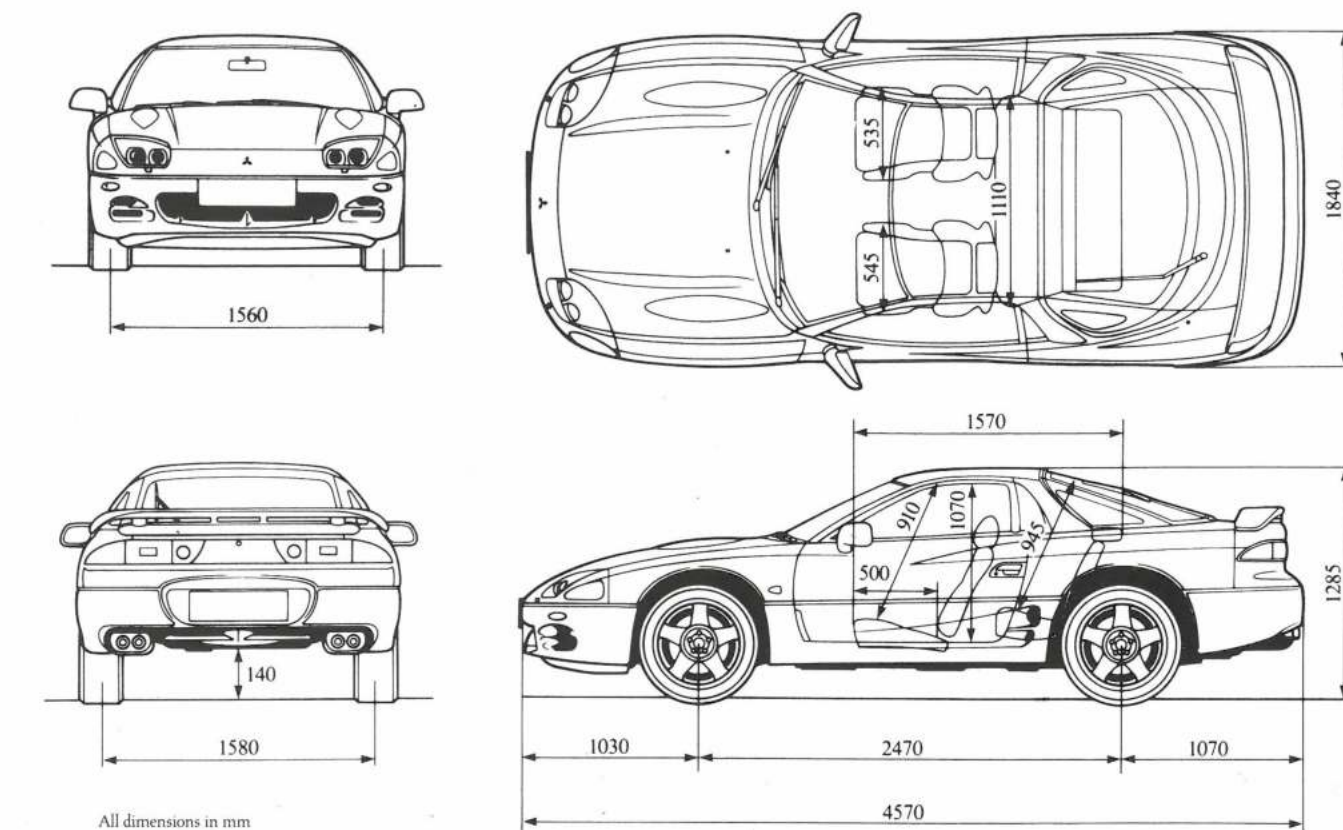
The rear spoiler and front Venturi retract together at speeds below 31mph. Both aerodynamic surfaces can be retracted at the touch of a switch if there is an obstruction in the road. The aerodynamic devices remain retracted when the 3000 GT is parked, but can be deployed by switch for cleaning. Yet, if the 3000 GT is driven with the aerodynamics in the extended position, the front Venturi under-cover is retracted automatically, preventing it from being damaged by contact with kerbs. The rear spoiler is also retracted at the same time.



Standard features

- Four Wheel Drive
- Four Wheel Steering
- Electronically Controlled Suspension
- ABS Braking
- Active Aerodynamics
- Catalytic Converters
- Halogen Headlights
- Impact Absorbing Front/Rear Bumpers
- SRS (Supplemental Restraint System)
- Twin Airbags
- Side Impact Door Beams
- Roll-Over Fuel Cut Off Valve
- Anti-Theft System
- Tinted Glass
- Electrically Operated/Heated Door Mirrors
- Tilt-Up/Removable Glass Sunroof
- Central Door Locking
- Electrically Operated Windows
- Fully Automatic Air Conditioning with ICON Display
- Electrically Adjustable Driver's Seat
- Leather Upholstery (Front Seats, Steering Wheel, Handbrake/Gear Levers)
- 3-Point ELR Seat Belts Front/Rear
- 50/50 Split Folding Rear Seats
- Auto-Cruise Control
- ETACS (Electronic Time and Alarm Control System)
- Stereo CD/Radio/Cassette System with Six Speakers
- Roller Blind Luggage Area Cover
- Remote Tailgate/Fuel Filler Releases

ITEM	MITSUBISHI 3000 GT		
ENGINE	Engine	Type	60°, V6, DOHC, 24-valve, ECI-MULTI Fuel Injection, Roller Rocker Arms, Twin Turbochargers/Intercoolers
	Displacement	cc	2972
	Bore/Stroke	mm	91.1 X 76.0
	Compression Ratio		8.0:1
	Maximum Output (DIN)		210 kW (281.5 bhp) @ 6000 rpm
FUEL SYSTEM	Maximum Torque (DIN)		407 Nm (300 lb.ft.) @ 3000 rpm
	ECI-MULTI, electronically controlled Multi-point, fuel injection		
ELECTRICAL SYSTEM	Battery		52 AH/5HR
	Alternator		12V/110A
STEERING (4WS)	Front		Rack & pinion, speed related, power steering.
	Rear		Hydraulically operated, speed related, 'Active' steering with additional 'Passive' steering.
SUSPENSION (ECS)	Front		Macpherson Strut, coil spring with stabiliser.
	Rear		Double wishbone, trailing arms, toe control, movable link, shock absorbers and coil springs, stabiliser, self aligning.
BRAKES (4 ABS)	Power assisted, dual 'X' line, 4 Sensor/2 Channel, 8" + 9" tandem vacuum boost with brake fluid sensors.		
	Front		12.3" ventilated disc, 4 piston callipers.
TRANSMISSION (4WD)	Rear		11.7" ventilated disc, 2 piston callipers.
	Getrag 5-speed manual gearbox, centre differential, VCU, rear viscous limited slip differential. 45/55 front/rear torque split.		
	Clutch		Vacuum assisted, single 10" dry disc with diaphragm spring. Hydraulically operated.
	Gear ratios	1st	3.071
		2nd	1.739
		3rd	1.103
		4th	0.823
		5th	0.659
		Reverse	3.076
	Final Drive Gear Ratio 2.888		
	Mph per 1,000 rpm	1st mph	6.1
		2nd mph	10.8
		3rd mph	17.0
		4th mph	22.8
		5th mph	28.5
WHEELS/TYRES	7.5 JJ X 17 light alloy 225/50ZR17		
DIMENSIONS & WEIGHT	Interior width	mm (in)	1510 (59.4)
	Interior height	mm (in)	1076 (42.4)
	Front headroom	mm (in)	910 (35.8)
	Rear headroom	mm (in)	945 (37.2)
	Exterior length	mm (in)	4560 (179.5)
	Exterior width	mm (in)	1840 (72.4)
	Exterior height	mm (in)	1285 (50.6)
	Wheelbase	mm (in)	2470 (97.2)
	Track	Front mm (in)	1560 (61.4)
		Rear mm (in)	1580 (62.2)
	Min. Ground Clearance	mm (in)	140 (5.5)
	Min. Turning Circle	metres (ft)	11.4 (37.4)
	Kerb Weight	kg (lbs)	1740 (3836)
	Gross Vehicle Weight	kg (lbs)	2120 (4674)
	Load Area Capacity (VDA)	lit. (cu. ft.)	165 (5.8)
	Fuel Tank Capacity	lit. (gals)	75 (16.6)
	Fuel Type		Unleaded Petrol Only
PERFORMANCE	Maximum Speed	mph	155
	0-62 mph	seconds	5.9
WARRANTY	3-Years Unlimited Mileage Warranty 6-Years Anti-Corrosion Perforation Warranty and 3-Years Pan-European Breakdown and Recovery Service		



PASSENGER CAR FUEL CONSUMPTION ORDER 1983
FUEL CONSUMPTION TESTS

MODEL	URBAN CYCLE	CONSTANT 56mph	CONSTANT 75mph
3000 GT	19.9mpg (14.2l/100km)	33.2mpg (8.5l/100km)	26.4mpg (10.7l/100km)





Specifications and Warranty conditions will vary for overseas markets. For Personal Export, NATO or Diplomatic Sales, please refer to the appropriate 'Export Department' as follows:
U.K.: The Colt Car Company Ltd., Watermoor, Cirencester, Glos. GL7 1LE. Tel: Cirencester (STD 01285) 655777.
Germany: The Colt Car Company Ltd., P.O. Box 1244, 41374 Bruggen, Germany. Tel: 02163 7036.

The information in this brochure was correct at the date of going to press. The right is reserved to change specifications, features and prices without prior notice. To avoid any misunderstandings, your Mitsubishi Motors Dealer will advise of any alterations made since the date of issue of this brochure.

Dealer name and address

10/94

HEAD OFFICE: The Colt Car Company Ltd.,
Watermoor, Cirencester, Glos. GL7 1LE.
Tel: Cirencester (STD 01285) 655777.
Telex: 43452 (COLT CC). Fax: 01285 658026.