

MITSUBISHI L300. THE OUTRIGHT WINNER.



**NOT JUST
OUTSTANDING**



**IT OUT LOADS, OUT PACES,
OUT MANOEUVRES AND
OUT CLASSES ALL OTHER VANS.**



L300 UNCOMPROMISING RELIABILITY EXPRESS DELIVERY, SALOON CAR LUXURY.



The van that tunes 5000 cars musn't break down.

As the world's largest mobile tuning service, Home Tune have a priceless reputation to maintain. And for their fleet of 400 vans, they choose the L300. With its legendary reliability, it's an example to all their customers. Says Iain Kerr, their General Manager, "If we couldn't rely on our vans, we'd go out of business. Our success has proven the reliability of our service."

Durable, Reliable and Highly Desirable.

For loads of up to almost a tonne, the L300 has an uninterrupted expanse of load area. Accessible through a full width, top hinged rear door offering more than 6' clearance, and through two sliding side doors — one on each side, so you can unload either side of the road.

For the driver, there's a 3-seater cab, comfortably upholstered and generously appointed — because a contented driver is an efficient one. His seat's adjustable and head restraints are provided. There's a laminated windscreen. Large glovebox. Two speed wipers. Cigarette lighter. Sophisticated heating and ventilation system with 3-speed fan and

recirculation facility to avoid traffic fumes. Column gearchange for extra leg room. A full complement of warning lights. Superb all round visibility. Even push-button radio. And astonishing manoeuvrability, plus dual-circuit power assisted brakes designed to make the van stop, not your heart!

For the owner, the L300 offers the kind of vigour and reliability which means consistent profitability. It's probably the only van on the road with a rally-proven engine — sharing the famous Colt-Lancer's 1597cc overhead camshaft engine, complete with automatic choke. It thrusts out 64 bhp of high torque power. And to minimise downtime, it'll collect and deliver your loads for 12,000 miles between major services.

The bodywork and components are every bit as durable as the engine is reliable. The box-type chassis is built for a long hard working life. The bodyshell cavities are specially rustproofed. Synthetic resin nuts are used instead of self tapping screws. The structural sections are in long-life galvanised steel plate. And dust and rain are thoroughly excluded from bumper to bumper. The exhaust is also aluminised to fight rust.

Compared with other vans the L300 may seem extraordinarily carefully designed and prepared because Colt engineers have tried to give the driver the same comfort he expects from his own car. Perhaps that's because we've built so many successful cars ourselves.

Out-manoeuvre the competition.

Profitability demands better work cycles. And if you're delivering in busy High Streets, pedestrian precincts, country lanes, customers' yards or householders' drives, you shouldn't find yourself held up by awkward manoeuvring. With a diminutive turning circle of 14.4 ft (4.4 metres), minimal overhang and a forward control driving position, the L300 handles like a car. It should improve your trip times — and run circles round your competitors.

Drive an L300 and you should get more work into a day. And when it comes to resale, the cab interior and long life construction makes the L300 an attractive proposition for secondhand buyers!





EXTENSIVE RUSTPROOFING

Body panels are protected with a special anti-rust coating. This coating is applied to all interior and exterior surfaces, including the wheel wells, door sills, and undercoating.

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TIGHT TURNING RADIUS

4.4m (14.4ft)



SPECIFICATION Mitsubishi L300 Panel Van

BODY

All steel body structure mounted on steel box-section chassis frame. Galvanised steel body panels at all structural points. Anti-rust coatings inside panel cavities and under body. Laminated windscreen. Front mud flaps.

LIGHTING AND ELECTRICAL

12V negative earth system. 60 Ah battery. 40 amp alternator. Twin reversing lamps. Rear foglamp. Hazard warning flashers. Dual horns. Electric windscreen washers. Heated rear window.

ENGINE

Type: 4 cylinder OHC in-line.
Displacement: 1597cc. Bore x stroke: 76.9mm x 86mm.
Compression ratio: 8.5:1.
Maximum output (DIN) 48kW (64 bhp) at 5000 rpm. Maximum torque (DIN) 117 Nm (86 lbs ft) at 3000 rpm. Carburation: single, automatic choke. Aluminised exhaust system.

TRANSMISSION

4 speed manual gearbox. Steering column mounted gearshift. Dry single disc diaphragm clutch.

STEERING AND SUSPENSION

Recirculating ball steering system. Anti-theft steering lock. Front

suspension — independent, double wishbone coil spring suspension, anti-roll bar. Rear suspension — rigid axle with semi-elliptical leaf springs and telescopic shock absorbers.

BRAKES

Power assisted dual master cylinder system. Dash mounted parking brake. Front ventilated disc brakes, rear drums.

WHEELS AND TYRES

175R 14C — 6PR front radial tyres

175R 14C — 8PR rear radial tyres

5J x 14 steel road wheels

WEIGHTS AND CAPACITIES

Gross Weight — 2205 kg (4861 lbs)

Kerb Weight —

Total: 1155 kg (2546 lbs)

Front: 690 kg (1521 lbs)

Rear: 465 kg (1025 lbs)

Maximum axle load:

Front: 1050 kg (2315 lbs)

Rear: 1330 kg (2932 lbs)

Maximum towing weight —

Braked: 1100 kg (21.6 cwt)

Unbraked: 600 kg (11.8 cwt)

Maximum payload: 975 kg (19.20 cwt)

Maximum roof-rack load: 150 kg (331 lbs)

Seating capacity: 3

Fuel tank capacity: 12.1 Imp gals/55 lts



L300 COLOUR OPTIONS



Sherwood Green



Pearl White



Ankara Red



San Marino Yellow



Nice Blue



Florence Beige

Dealer Name & Address



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