
GENERAL

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HOW TO USE THIS MANUAL

MODEL INDICATIONS

The following abbreviations are used in this manual for identification of model types.

GDI: Indicates the gasoline direct injection.

DOHC: Indicates an engine with the double overhead camshaft, or models equipped with such an engine.

M/T: Indicates the manual transmission, or models equipped with the manual transmission.

A/T: Indicates the automatic transmission, or models equipped with the automatic transmission.

A/C: Indicates the air conditioner.

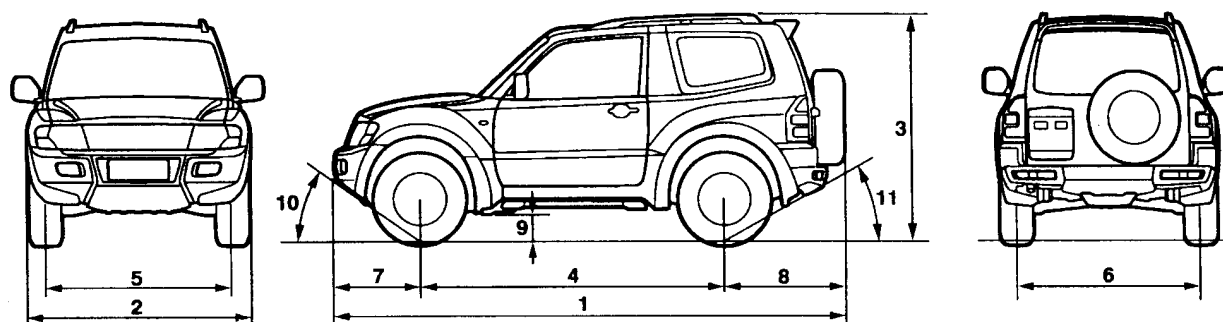
TARGETS OF DEVELOPMENT

The new PAJERO was developed around the concept of a “new-generation all rounder” with improved on- and off-road driving performance to

create an all-round RV which combines high reliability and endurance with multi-purpose functionality.

MAJOR SPECIFICATIONS

<Short wheelbase>



X1508CA

Items			V64W			V68W	
			MNDFL6	MNHFL6, MNHFR6	MNXFL6, MNXFR6	MNDFL6	MNHFL6
Vehicle dimensions mm	Overall length	1	4,255			4,280	4,225
	Overall width	2	1,845			1,875	1,845
	Overall height (unladen)	3	1,845, 1,875*1				
	Wheelbase	4	2,545				
	Track-front	5	1,560				
	Track-rear	6	1,560				
	Overhang-front	7	710				
	Overhang-rear	8	1,005*2, 1,025*3				
	Ground clearance (unladen)	9	235				225
	Angle of approach degrees	10	42°				
Angle of departure degrees	11	33.5°					
Vehicle weight kg	Kerb weight		1,865	1,900	1,920	1,975	1,980
	Max. gross vehicle weight		2,510				
	Max. axle weight rating-front		1,070	1,090	1,100	1,165	
	Max. axle weight rating-rear		1,440	1,420	1,410	1,345	
Seating capacity			5				
Engine	Model No.		4D56 Intercooler Turbo			4M41-DOHC Intercooler Turbo	
	Total displacement ml		2,477			3,200	
Transmission	Model No.		V5MT1	V5M31			
	Type		5-speed manual				
Fuel system	Fuel supply system		Injection			New electronic controlled high-pressure distribution type	

NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

Items			V68W			V65W	
			MYHFL6	MNXFL6, MNXFR6	MYXFL6, MYXFR6	MNHCL6, MNHCR6	MYHCL6, MYHCR6
Vehicle dimensions mm	Overall length	1	4,255	4,280			
	Overall width	2	1,845	1,875		1,845	
	Overall height (unladen)	3	1,845, 1,875* ¹				
	Wheelbase	4	2,545				
	Track-front	5	1,560				
	Track-rear	6	1,560				
	Overhang-front	7	710				
	Overhang-rear	8	1,005* ² , 1,025* ³				
	Ground clearance (unladen)	9	225			235	
	Angle of approach degrees	10	42°				
	Angle of departure degrees	11	33.5°				
Vehicle weight kg	Kerb weight		1,980	2,000		1,915	
	Max. gross vehicle weight		2,510				
	Max. axle weight rating-front		1,165	1,170		1,075	
	Max. axle weight rating-rear		1,345	1,340		1,435	
Seating capacity			5				
Engine	Model No.		4M41-DOHC Intercooler Turbo			6G74GDI	
	Total displacement ml		3,200			3,496	
Transmission	Model No.		V5A51	V5M31	V5A51	V5M31	V5A51
	Type		5-speed automatic	5-speed manual	5-speed automatic	5-speed manual	5-speed automatic
Fuel system	Fuel supply system		New electronic controlled high-pressure distribution type			GDI	

NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

Items			V65W	
			MNXCL6, MNXCR6	MYXCL6, MYXCR6
Vehicle dimensions mm	Overall length	1	4,280	
	Overall width	2	1,875	
	Overall height (unladen)	3	1,845, 1,875* ¹	
	Wheelbase	4	2,545	
	Track-front	5	1,560	
	Track-rear	6	1,560	
	Overhang-front	7	710	
	Overhang-rear	8	1,005* ² , 1,025* ³	
	Ground clearance (unladen)	9	235	
	Angle of approach degrees	10	42°	
	Angle of departure degrees	11	33.5°	
Vehicle weight kg	Kerb weight		1,935	
	Max. gross vehicle weight		2,510	
	Max. axle weight rating-front		1,080	
	Max. axle weight rating-rear		1,430	
Seating capacity			5	
Engine	Model No.		6G74GDI	
	Total displacement ml		3,496	
Transmission	Model No.		V5M31	V5A51
	Type		5-speed manual	5-speed automatic
Fuel system	Fuel supply system		GDI	

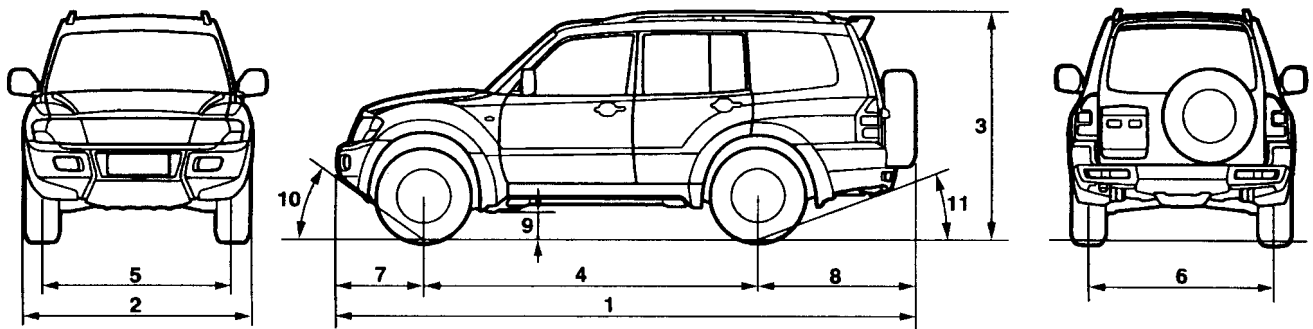
NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

<Long wheelbase>



X1509CA

Items			V74W			V78WL	
			LNDFL6	LNHFL6	LNXFL6	LNDFL6	LNHFL6, LNHFR6
Vehicle dimensions mm	Overall length	1	4,775		4,795	4,775	
	Overall width	2	1,845		1,875	1,845	
	Overall height (unladen)	3	1,855, 1,885* ¹				
	Wheelbase	4	2,780				
	Track-front	5	1,560				
	Track-rear	6	1,560				
	Overhang-front	7	710				
	Overhang-rear	8	1,285* ² , 1,305* ³				
	Ground clearance (unladen)	9	235			225	
	Angle of approach degrees	10	42°				
	Angle of departure degrees	11	24°				
Vehicle weight kg	Kerb weight		2,015	2,055	2,090	2,120	2,125
	Max. gross vehicle weight		2,760			2,810	
	Max. axle weight rating-front		1,110		1,125	1,150	1,160
	Max. axle weight rating-rear		1,650		1,635	1,660	1,650
Seating capacity			7				
Engine	Model No.		4D56 Intercooler Turbo			4M41-DOHC Intercooler Turbo	
	Total displacement ml		2,477			3,200	
Transmis- sion	Model No.		V5MT1	V5M31			
	Type		5-speed manual				
Fuel system	Fuel supply system		Injection			New electronic controlled high—pressure distribu- tion type	

NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

Items			V78W			V75W	
			LYHFL6, LYHFR6	LNXLFL6, LNXLFR6	LYXFL6, LYXFR6	LNHCL6, LNHCR6	LYHCL6, LYHCR6
Vehicle dimensions mm	Overall length	1	4,775	4,795			
	Overall width	2	1,845	1,875		1,845	
	Overall height (unladen)	3	1,855, 1,885* ¹				
	Wheelbase	4	2,780				
	Track-front	5	1,560				
	Track-rear	6	1,560				
	Overhang-front	7	710				
	Overhang-rear	8	1,285* ² , 1,305* ³				
	Ground clearance (unladen)	9	225			235	
	Angle of approach degrees	10	42°				
	Angle of departure degrees	11	24°				
Vehicle weight kg	Kerb weight		2,125	2,155		2,060	
	Max. gross vehicle weight		2,810			2,760	
	Max. axle weight rating-front		1,160			1,110	
	Max. axle weight rating-rear		1,650			1,650	
Seating capacity			7				
Engine	Model No.		4M41-DOHC Intercooler Turbo			6G74GDI	
	Total displacement mℓ		3,200			3,496	
Transmis- sion	Model No.		V5A51	V5M31	V5A51	V5M31	V5A51
	Type		5-speed automatic	5-speed manual	5-speed automatic	5-speed manual	5-speed automatic
Fuel system	Fuel supply system		New electronic controlled high – pressure distribution type			GDI	

NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

Items			V75W	
			LNXCCL6, LNXCRC6	LYXCCL6, LYXCRC6
Vehicle dimensions mm	Overall length	1	4,795	
	Overall width	2	1,875	
	Overall height (unladen)	3	1,855, 1,885* ¹	
	Wheelbase	4	2,780	
	Track-front	5	1,560	
	Track-rear	6	1,560	
	Overhang-front	7	710	
	Overhang-rear	8	1,285* ² , 1,305* ³	
	Ground clearance (unladen)	9	235	
	Angle of approach degree	10	42°	
	Angle of departure degree	11	24°	
Vehicle weight kg	Kerb weight		2,095	
	Max. gross vehicle weight		2,760	
	Max. axle weight rating-front		1,110	
	Max. axle weight rating-rear		1,650	
Seating capacity			7	
Engine	Model No.		6G74GDI	
	Total displacement ml		3,496	
Transmission	Model No.		V5M31	V5A51
	Type		5-speed manual	5-speed automatic
Fuel system	Fuel supply system		GDI	

NOTE:

*1: Vehicles with roof rails

*2: Vehicles with 235/80R16 Tyre

*3: Vehicles with 265/70R16 Tyre

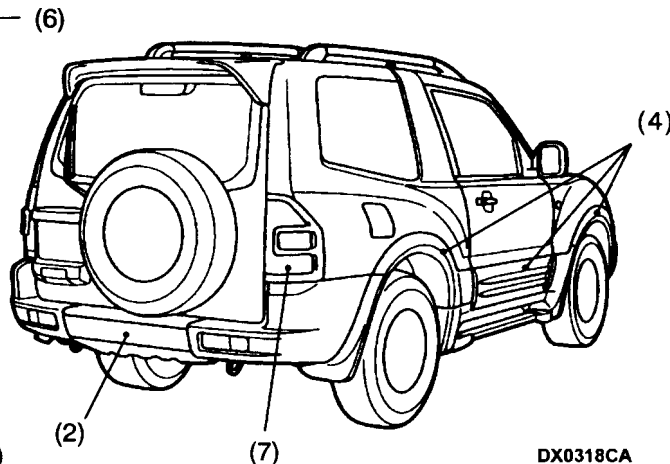
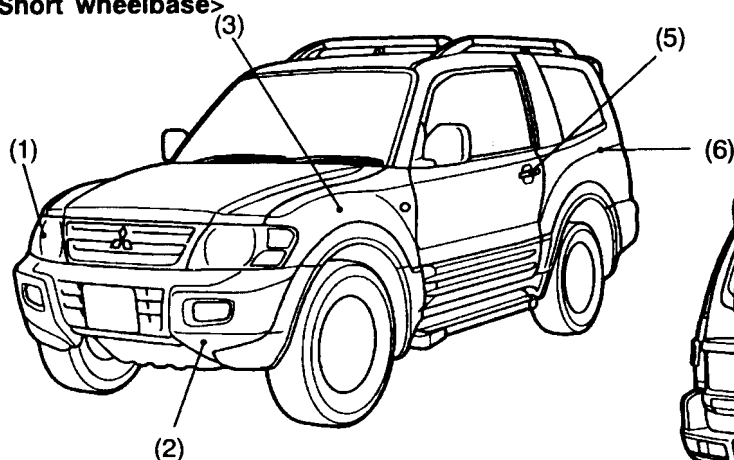
TECHNICAL FEATURES

EXTERIOR

DESIGN FEATURES

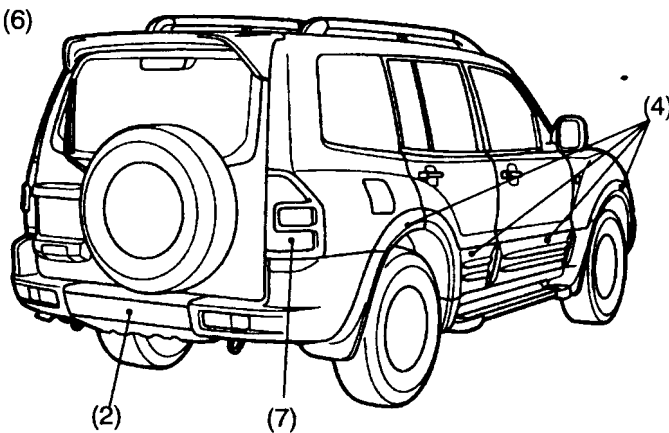
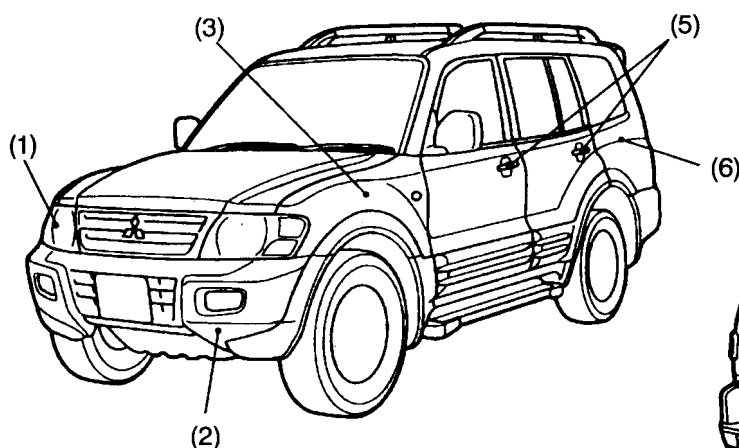
- (1) Full vigorous body design in which the end of headlamp is cut to combine with the turn lamp, and succession of the cat's eye style that was the feature of PAJERO
- (2) The large front and rear bumpers that look forcible and superior in function and guard the right and left corners firmly
- (3) The muscular and dynamic front fender raised up at the upper portion of the front tire to facilitate good visibility and ease of grasping the vehicle width feeling
- (4) The side protector made of soft material and mounted from the front wheel to the rear wheel to secure anti-scratching feature
- (5) The bar type door handle designed considering ease of handling and quick emergency escape
- (6) The rear belt line kicked-up to express strong personality and vigorousness
- (7) The large and personality expressing rear combination lamp extended to the full vehicle width for safety

<Short wheelbase>



DX0318CA

<Long wheelbase>



DX0319CA

INTERIOR**DESIGN FEATURES****Instrument panel**

- (1) The roomy and high vehicle-class feeling that are appealed by the large display located at the center of the instrument panel and the air outlets laid out right and left
- (2) The floor console where shift lever, etc. are smartly arranged and appealing high-grade feeling
- (3) The large console box (with arm rest sliding fore and aft) that can slide fore and aft to match with the riding posture
- (4) Meters independently classified by function
- (5) The upper glove box that affords a storage space matched with the practical use

Door trims

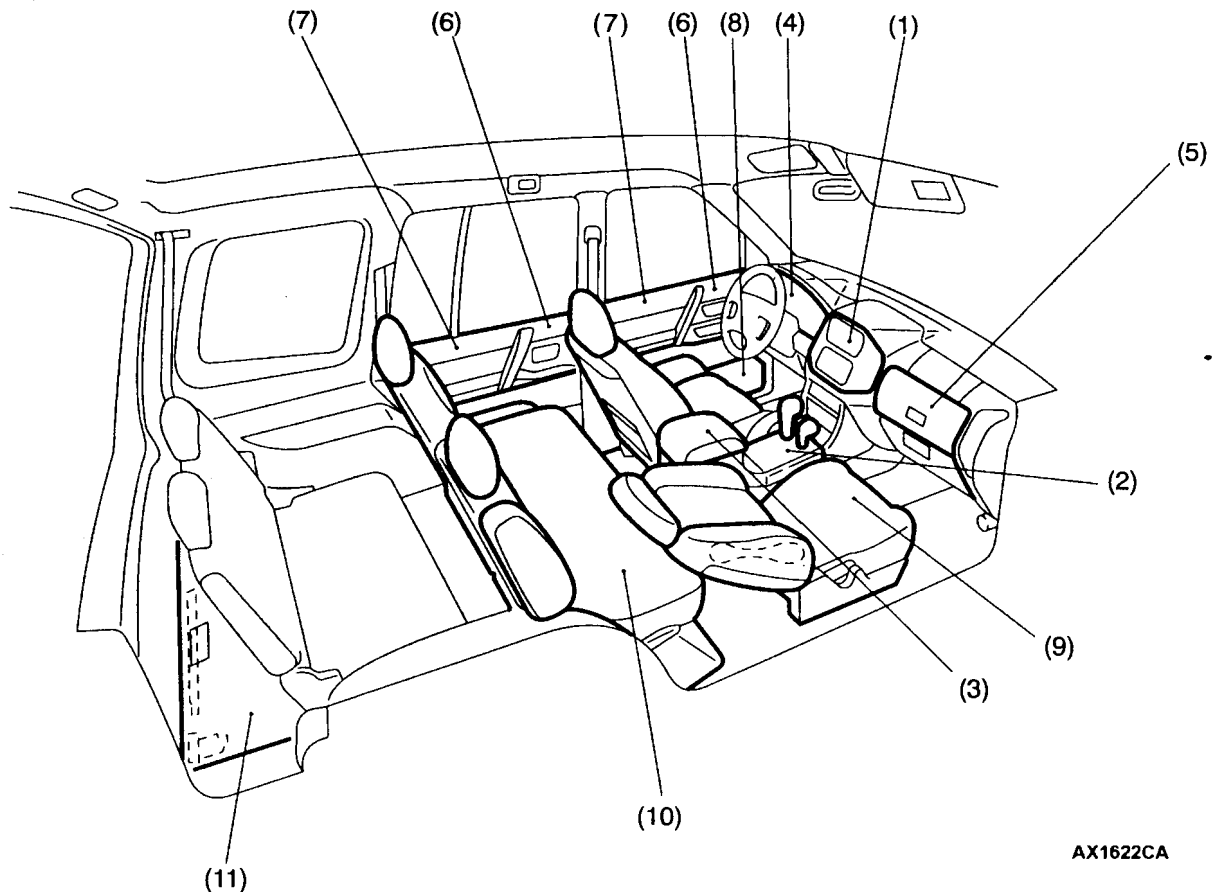
- (6) The trim design painted black at the door grip and operation portions giving functional and speedy feeling
- (7) Cloth covered trim that expresses high-grade image
- (8) Practical door pocket that affords storage of large maps

Seats

- (9) The front seat which sideboard form is emphasized in addition to the basic form superior in fitness
- (10) Highly useful second separate seat (6/4 separation) and the third seat (with detach/attach and under floor storage mechanism)

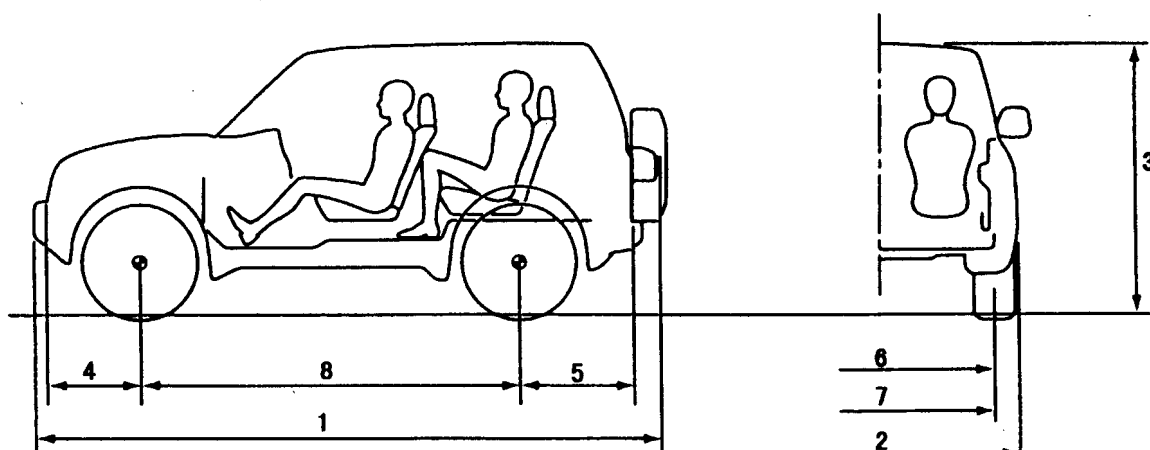
Luggage space

- (11) Highly functional space secured by the structure that the third seat can be stored in the luggage floor box



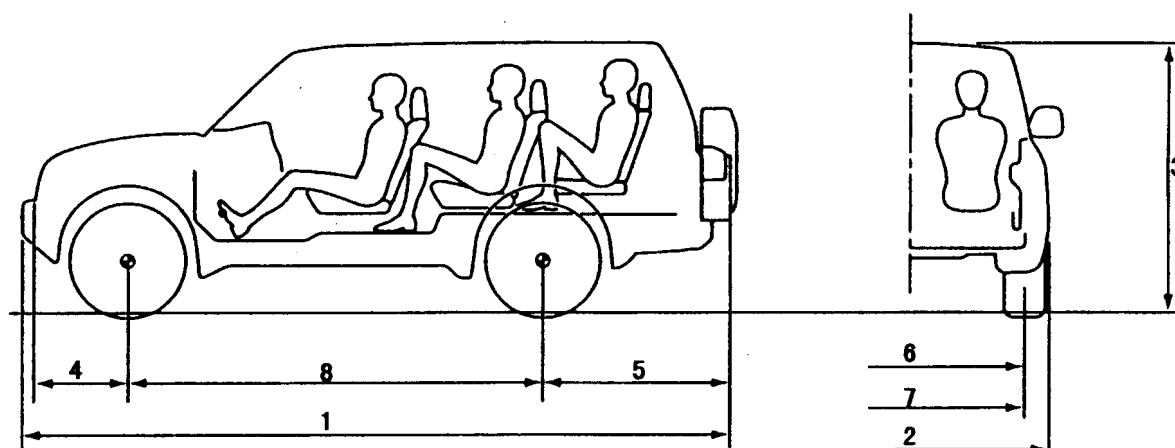
BODY DIMENSIONS

<Short wheelbase>



<Long wheelbase>

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mm

No.	Items		Short wheelbase	Long wheelbase
1	Overall length		4,260(+185)/4,280(+135)	4,775(+120)/4,795(+70)
2	Overall width		1,845(+150)/1,875(+90)	1,845(+150)/1,875(+100)
3	Overall height		1,845(+10)	1,855(-35)
4	Body overhang	Front	710(+35)	710(+35)
5		Rear	1,005/1,025(+20)	1,285(+30)/1,305(+25)
6	Tread	Front	1,560(+95)	1,560(+95)
7		Rear	1,560(+80)	1,560(+80)
8	Wheel base		2,545(+125)	2,780(+55)

NOTE: The values in () show the differences compared to the old model PAJERO.

ENGINE

The light-weighted 4D56 diesel engine has increased torque at low speed range to improve the power characteristic in the practical use range.

The 4M41 DI Diesel 3200 engine, based on the

6G74-GDI engine and the 4M40 diesel engine, adopts DI (Direct Injection) and 4-valve DOHC and is mounted on the high-class model.

2.0L 4M40

SUPER SELECT 4WD II SYSTEM

The SUPER SELECT 4WD II system adopted by the new PAJERO has the following features compared with the former system.

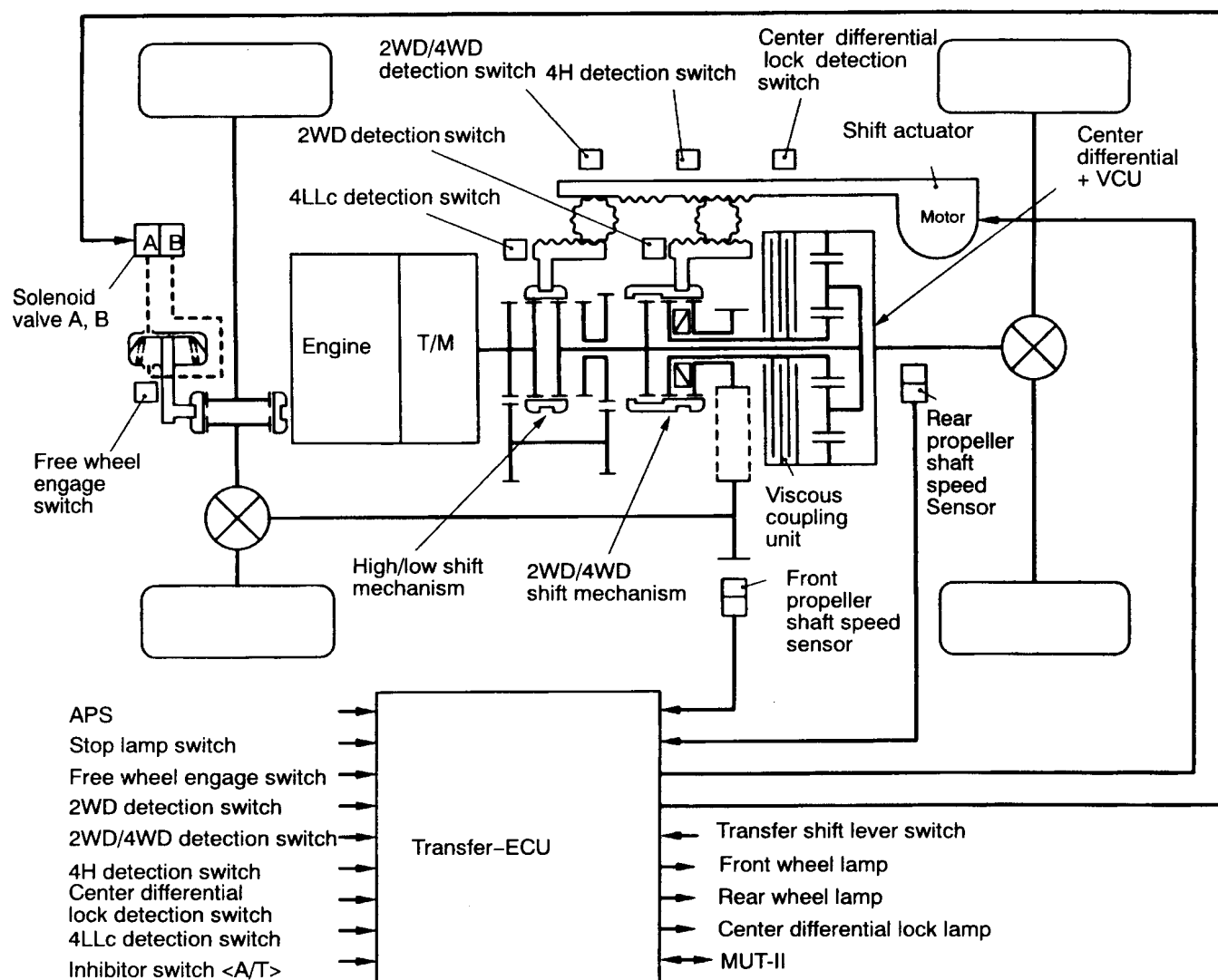
- The drive mode is shifted by the shift actuator driven by the transfer-ECU that is activated by the witch interlocked with the transfer shift lever. Hereby smooth lever operation and reliable drive mode shifting are secured.

- The planetary gear type center differential is adopted and the drive power is distributed to the front wheel and the rear wheel with the ratio of 33% to 67%. Hereby the turning behavior is improved as well as securing the running stability that is a feature of the 4WD vehicle.

DRIVE METHOD LIST

Transfer shift lever position	Drive system	High/low	Center differential	Used status in general
2H	2WD	High	Not operating	When driving normal road or highway
4H	Full-time 4WD	High	Operating (with viscous coupling unit differential limiter)	When driving normal road, highway, slippery road (running stability oriented)
4HLc	Directly coupled 4WD	High	Not operating	When driving rough road, sandy road and packed snow road, etc.
4LLc	Directly coupled 4WD	Low	Not operating	When especially large driving force is required such as ascending/descending steep slope

SYSTEM SKETCH



AX0688CA

MAJOR COMPONENT

Component name	Outline of function
Solenoid valve A, B	Switches the path of negative pressure applied to the actuator according to the signal from the transfer-ECU
Free wheel engage switch	Detects operating/not operating of the free wheel mechanism
4LLc detection switch	Detects the shift stage (low position) of transfer by the position of high/low shift rail
2WD detection switch	Detects the status of transfer (2H position) by the 2WD/4WD shift rail position
2WD/4WD detection switch	Detects the status of transfer (2H, 4H position) by the main shift rail position
4H detection switch	Detects the status of transfer (4H, 4HLc position) by the main shift rail position
Center differential lock detection switch	Detects the status of transfer (4HLc, 4LLc position) by the main shift rail position
Front propeller shaft speed sensor	Detects the front propeller shaft rpm
Rear propeller shaft speed sensor	Detects the rear propeller shaft rpm
Shift actuator	Shifts the drive mode according to the signal from the transfer-ECU
Transfer shift lever switch	Detects the position of transfer shift lever

Component name	Outline of function
Transfer-ECU	• Transmits the drive signal to each mechanism according to the signal from each switch and sensor • Lights or flashes the indicator lamp in the meter to indicate the drive condition • Notices the failure to the driver by flashing the center differential lock lamp with 1 Hz when the system failed

REAR DIFFERENTIAL LOCK SYSTEM

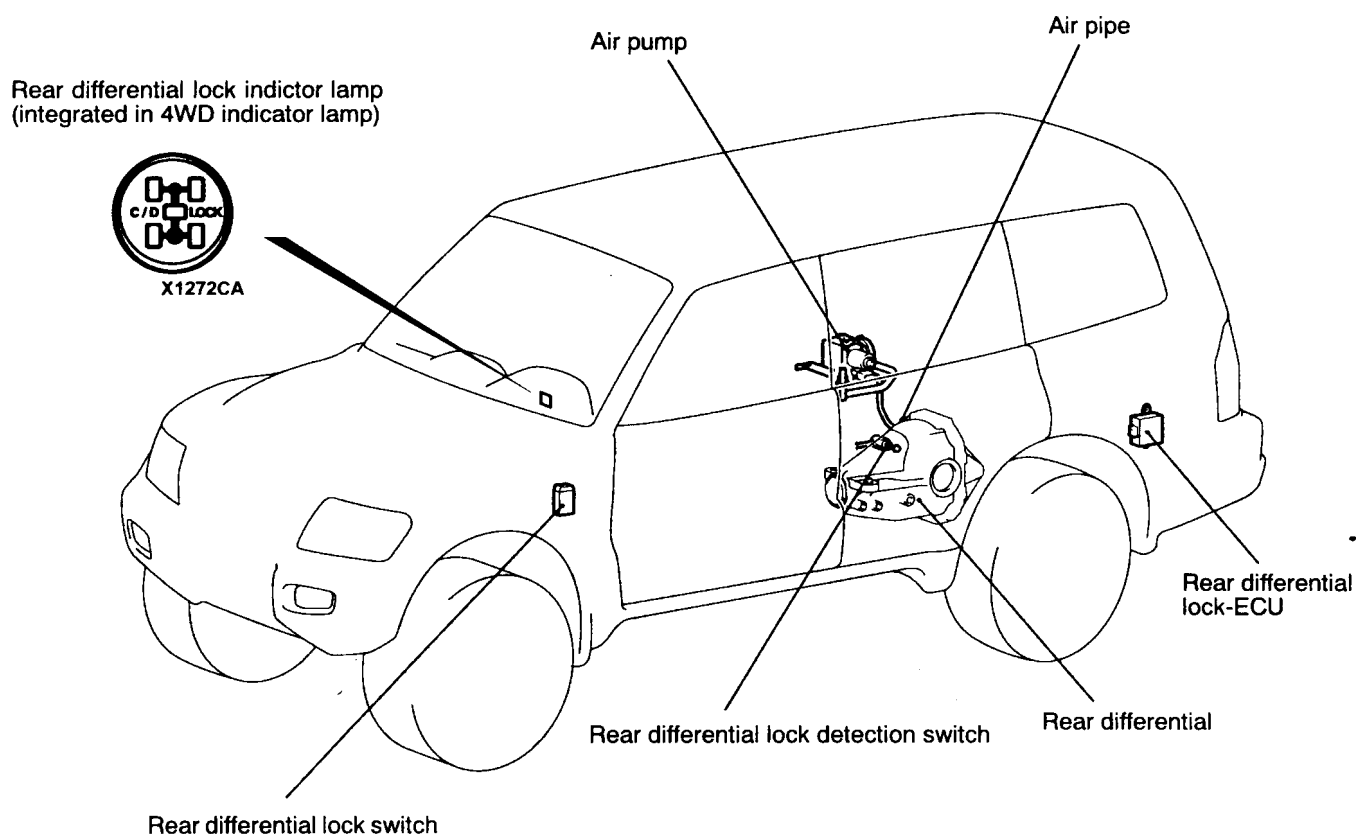
The rear differential lock system has the following features.

- Improvement of escape performance from de-road and of turning behavior by combination of the torque sensing helical LSD and the differential lock
- Superior controllability of vehicle behavior by virtue of the adoption of helical LSD that has very small torque variation at acceleration/deceleration

- The differential lock switch superior in ease of operation is provided on the instrument panel to perform the shifting of the differential lock
- Adoption of electronic controlled system

- NORMAL
 - HYBRID (HEL + VCU)
 - HELICAL + 100% lock

STRUCTURAL DIAGRAM



AX1510CA

Part name		Outline of function
Electronic controlled section	Rear differential lock switch	The switch is an automatic restoration type that sends the ON/OFF signal to the differential lock-ECU.
	Rear differential lock indicator lamp	The lamp is incorporated in the 4WD indicator lamp section in the combination meter to light during operation and flashes* during shift operation.
	Rear differential lock detection switch	This is a lock switch that detects the lock/free condition of the rear differential and makes ON/OFF action interlocked with the move of differential case drive cam.
	Air pump assembly	The pump operates in interlock with ON/OFF action of the rear differential lock switch. However, this function can be operated only when the vehicle speed is less than 12 km/h.
	Rear differential lock-ECU	This ECU operates the air pump, etc. according to the signal from each switch.
Air piping section	Air hose and pipe	The air piping connects the air pump and the rear differential to send compressed air from the air pump.
Differential lock	Rear differential	The actuator and the pressure plate are incorporated in the rear differential and the rear differential lock detection switch is also mounted on the rear differential.

NOTE:

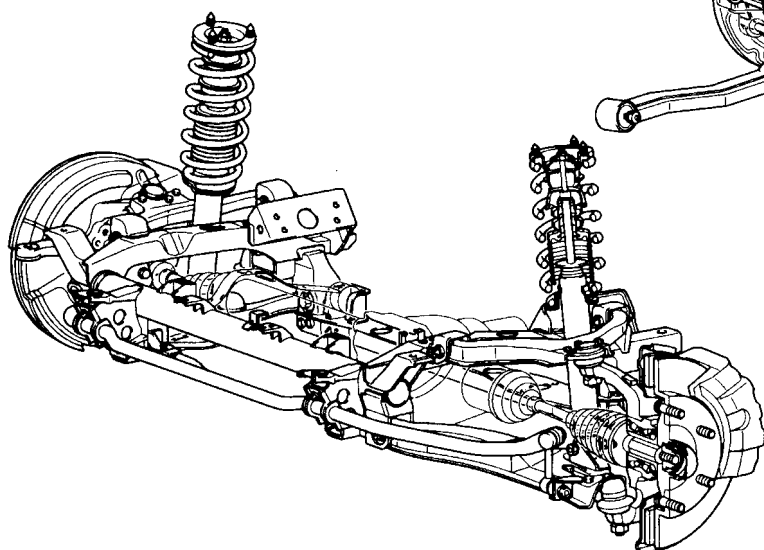
*: Time delaying mechanism is equipped on the rear differential lock to protect the lock mechanism; accordingly, there is a case that the rear differential does not shift instantly when the switch is operated. Flashing of the indicator lamp indicates this condition.

In addition, the lamp also flashes at the interlock condition (condition to prohibit the shifting at the ECU side) when the switch is turned ON at the vehicle speed of 12 km/h and over.

SUSPENSION FEATURES

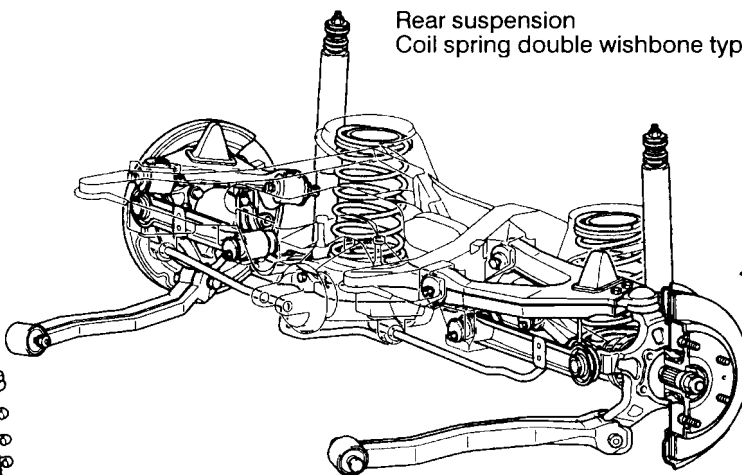
Item	Front suspension	Rear suspension	Purpose
Adoption of coil spring type double wishbone structure	●	●	Improvement in ride quality
Widen tread FRONT: 1465 mm → 1560 mm REAR: 1480 mm → 1560 mm	●	●	Improvement in driving stability
Increased wheel stroke Bump side: 120 mm → 130 mm Rebound side: 60 mm → 90 mm	●	●	Improvement in riding quality, road holding quality, driving stability in rough road and turning behavior
Reduced minimum turning radius Long wheelbase: 5.9 m → 5.7 m	●	—	Improvement in treatment performance
Security of the lowest ground clearance almost equal to the rigid axle suspension <i>при макс. нагрузке миним. клиренс как на R</i>	—	●	Compatibility of running through performance on the uneven road and the superior driving stability peculiar to the independent suspension
Fully renewed suspension geometry • Zero camber, high caster and small king pin angle • In-wheel type steering axis layout • Anti-dive, anti-hop geometry • Small king pin offset	●	—	• Improvement in turning performance and straight line stability • Reduction of shimmy and kickback sensibility • Reduction of posture change at acceleration/deceleration • Improvement in braking stability
Adoption of sub-frame structure	●	●	Security of sufficient strength against large reaction input from the road during uneven road driving, etc.
Adoption of taper roller type unit bearing	●	●	Enlarged capacity and increase of rigidity of wheel bearing

Front suspension
Coil spring double wishbone type



X0120CA

Rear suspension
Coil spring double wishbone type



X0104CA

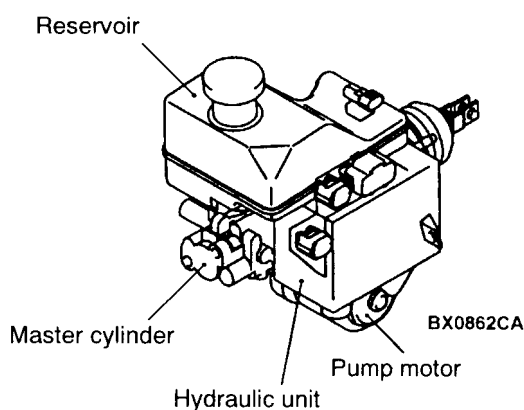
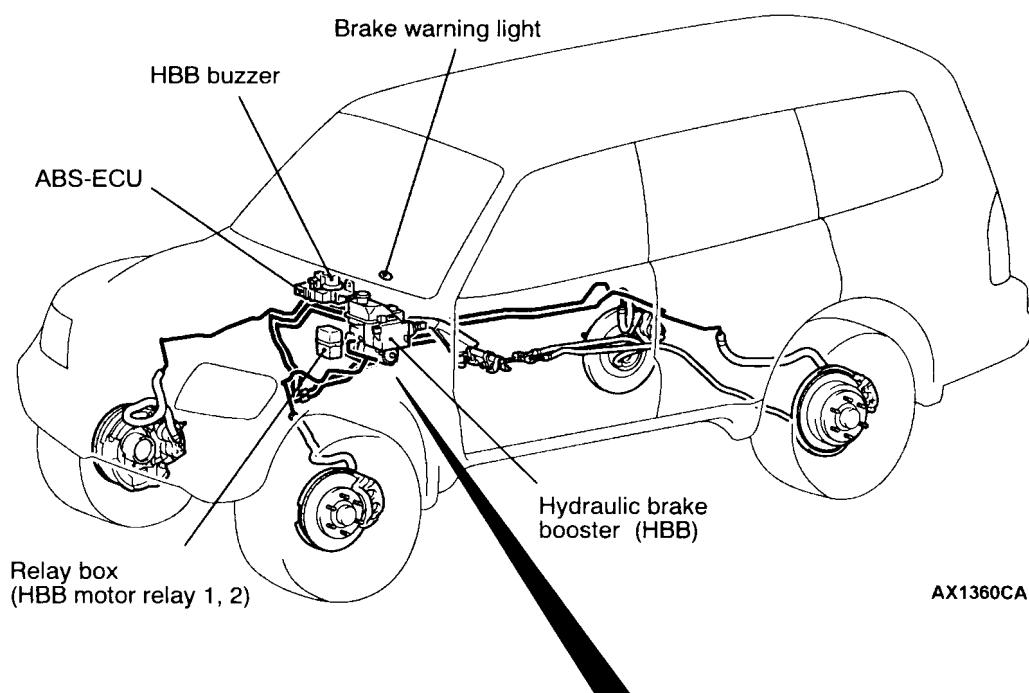
BRAKE SYSTEM

The hydraulic brake booster (HBB) that has stable and high brake assist force even at high acceleration/deceleration region is adopted for the vehicle quipped with the 4ABS.

NOTE: The HBB is the unit in which the master cylinder, the brake booster, the ABS hydraulic unit with the EBD mechanism and the pump motor are integrated.

FEATURES OF HBB

Different points from the existing system	Effect
Unique power source (pump motor) is built-in.	- Stable assist force can be secured regardless of external factors relating to the negative pressure. - High brake assist force can be obtained even at high deceleration region. - Negative pressure piping to the engine, etc. is unnecessary.
Power assisted by hydraulic pressure	- Response at emergency braking is fast. - Size is compact compared with the bulky negative pressure type brake booster.
Unified master cylinder, reservoir and hydraulic unit	The brake piping can be eliminated.
Air bleeding in the HBB unit	An MUT-II is required for air bleeding of main body.



SAFETY**ACTIVE SAFETY****4ABS**

The ABS is equipped as the standard equipment to secure the directional stability and the good drivability at full braking.

Four-sensor, four-channel system that can control the brake pressure of four wheels independently is adopted for the ABS control method and the braking force during turning is increased by using the independent control of four wheels. (The basic control is independent control for the front wheels and select low control for the rear wheels.)

The EBD* (electronic controlled power distribution

system) that can obtain the ideal rear wheel braking force is added. The vehicle braking force and stability are made compatible at high level by electronically controlling the hydraulic pressure for rear wheel brake during braking.

Besides, the LSPV that has been equipped on the old model was abolished, and two solenoid valves are added instead in the ABS hydraulic unit.

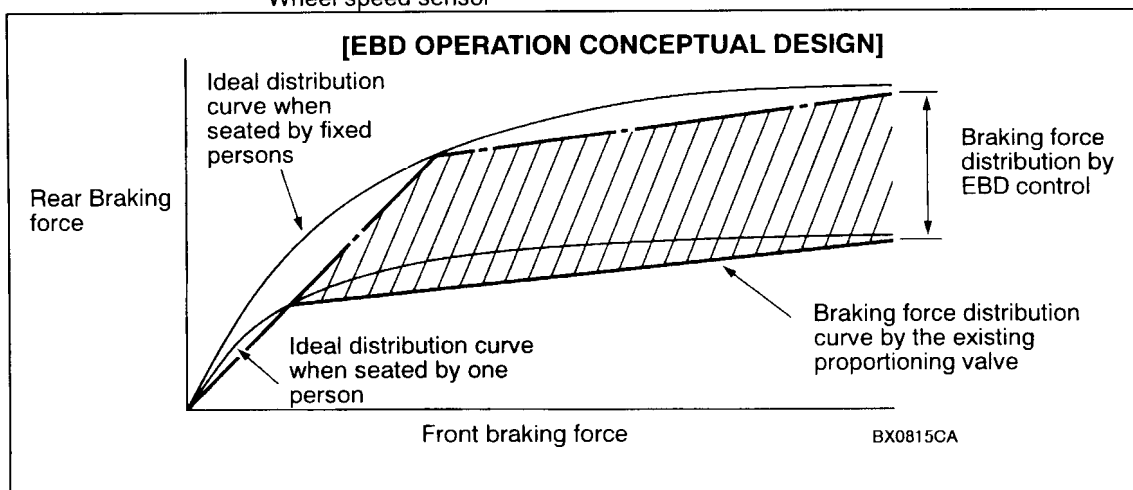
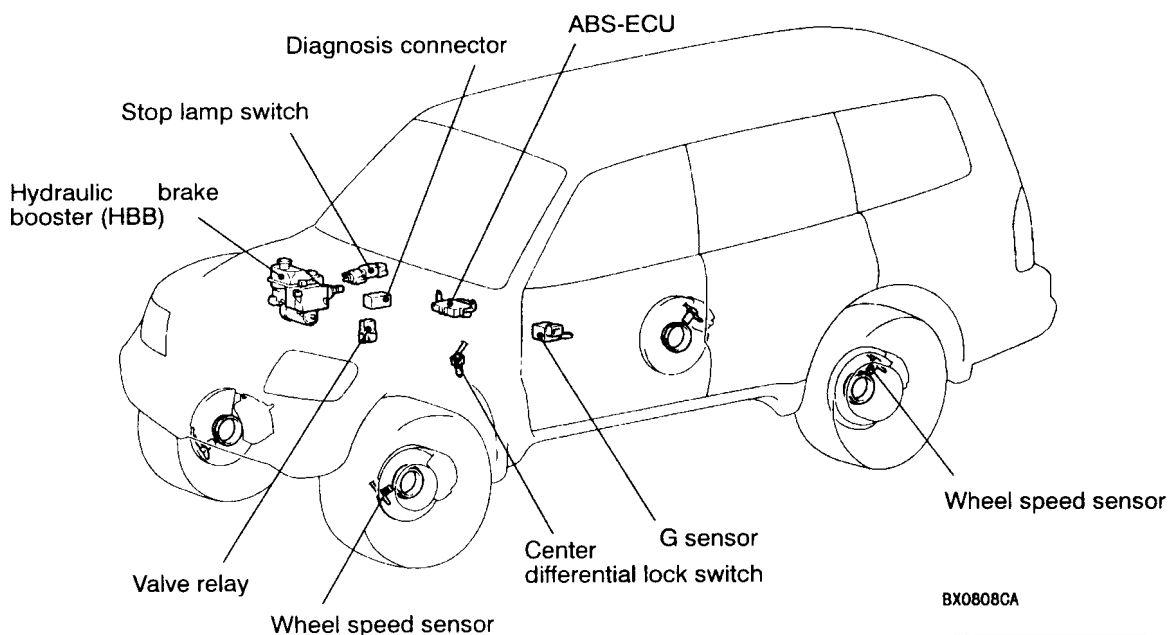
NOTE

*EBD: Electronic Brake-force Distribution

EBD CONTROL

The hydraulic braking force for the rear wheels is electronically controlled in response to the vehicle deceleration and the slip amount of front/rear wheels calculated in the wheel speed sensor signal

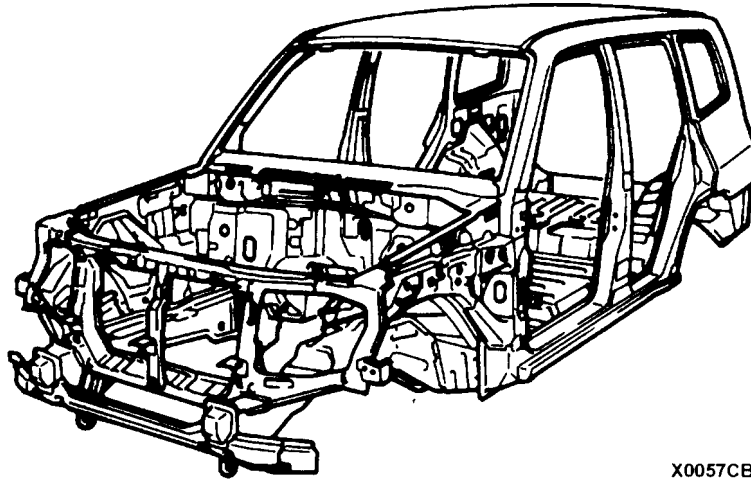
using the solenoid valve for the rear wheel control. Hereby the braking pressure is controlled to almost ideal distribution curve.



PASSIVE SAFETY

SAFETY-REINFORCED BODY

An impact-safe body structure which absorbs impacts in the event of either a front or rear impact has been adopted.



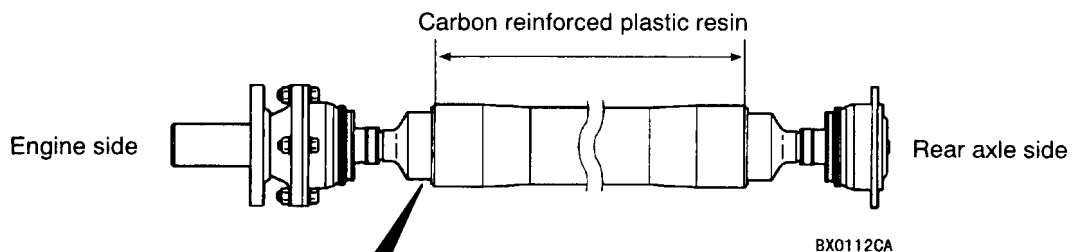
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Rear propeller shaft made of carbon reinforced plastic resin (excepting 4D56)

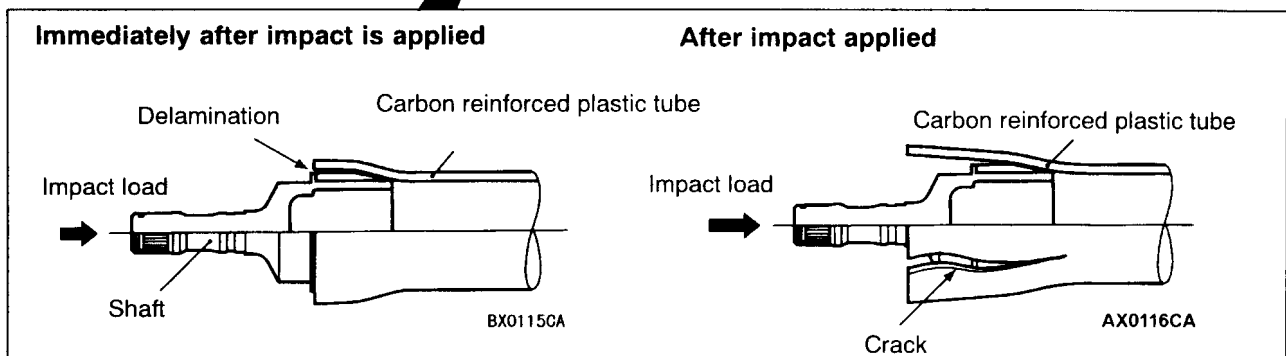
The propeller shaft is made of carbon reinforced plastic resin. The strength of carbon reinforced plastic resin tube is set so as to break along the longitudinal axis when the load exceeding the limit is applied.

When the impact load is imposed to the propeller

shaft via the engine and transmission at front collision, the carbon reinforced plastic resin tube is broken along the longitudinal axis to allow the engine and transmission move rearward and thus sufficient crushable length is secured.



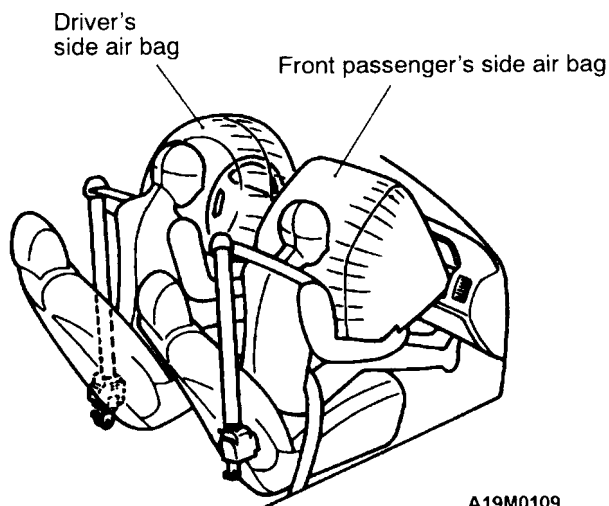
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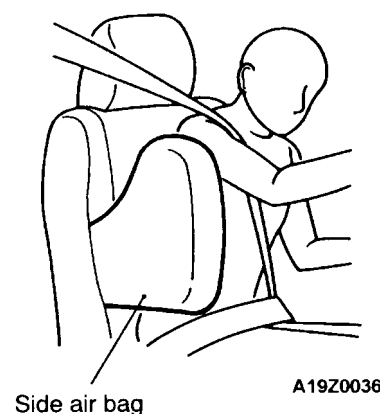
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

In addition to the conventional driver's-side air bag and front passenger's-side air bag, side air bag

are available to assure a higher level of safety in the event of a collision.



A19M0109

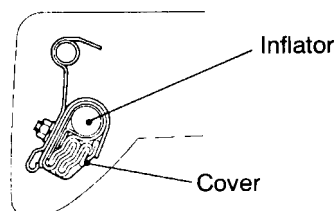


A19Z0036

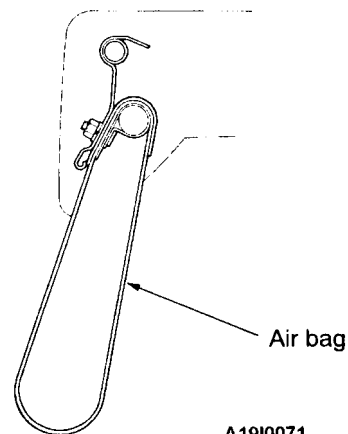
SRS AIR BAGS

For increased safety in the event of a side impact, SRS side air bags are incorporated in addition to driver's and front passenger's air bags. The side air bag modules are located in the outer side

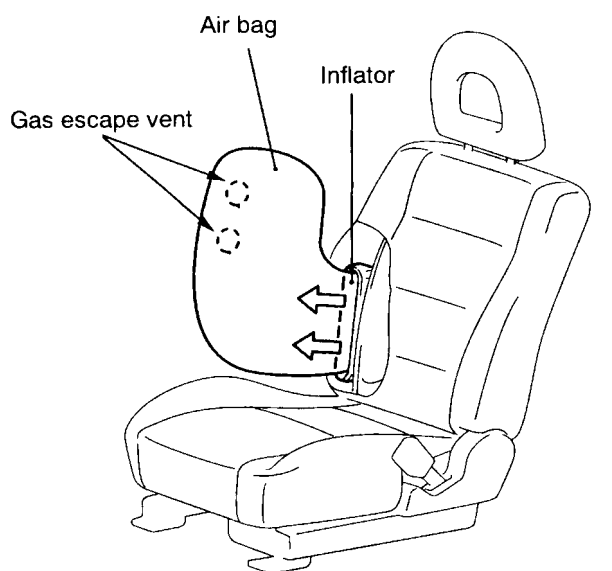
supports of the driver's seat and front passenger's seat. Thus, the side air bags are consistently effective irrespective of the seat positions and recline angles.

BEFORE INFLATION

A19I0070

AFTER INFLATION

A19I0071



AX1492CA

POWER WINDOW AND SUNROOF WITH SAFETY MECHANISM

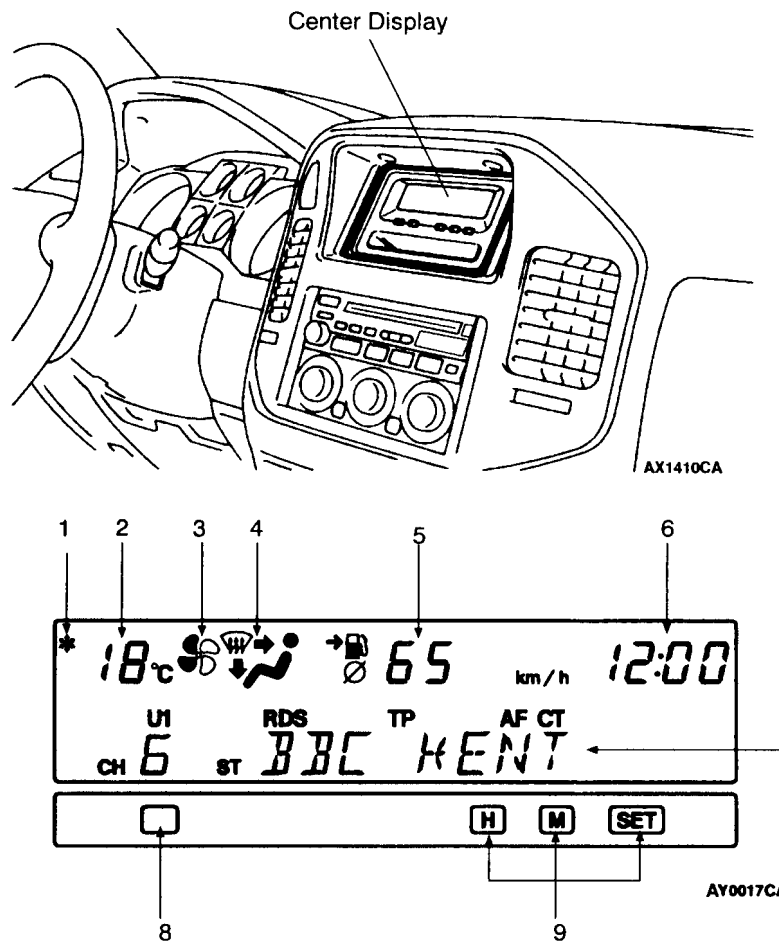
If a trapped hand, head, or other item is detected while the sunroof or any window is closing, the motor direction is automatically reversed for safety.

EQUIPMENTS**CENTER DISPLAY**

The center display that indicates various vehicle information is fitted.

The center display indicates various information as shown below based on the information sent from the

outside air temperature sensor, the A/C-ECU, the fuel gauge and the audio.



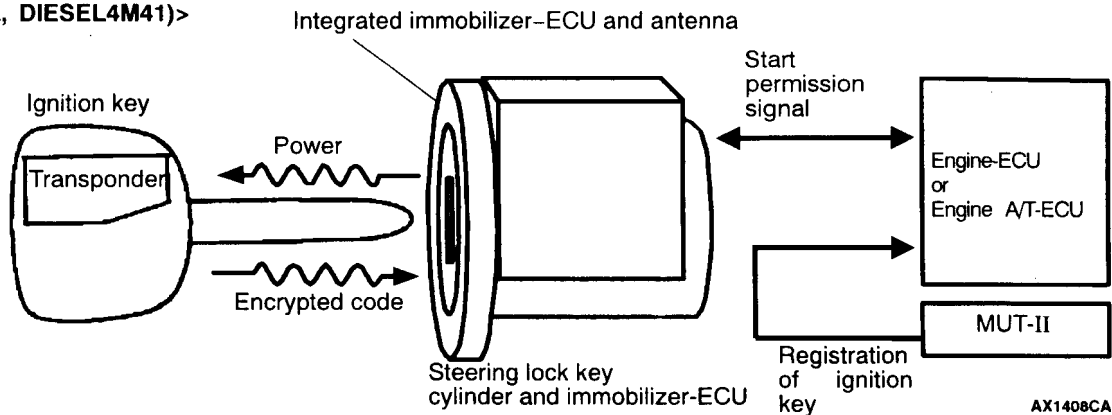
1. Icy road warning (When the outside air temperature falls below 3°C, the warning lamp flashes for approx. 10 seconds accompanied with the warning sound.)
2. Outside temperature
3. Blower speed
4. Air flow
5. Average fuel consumption/driving range/average speed <petrol-powered vehicles> or Date <diesel-powered vehicles>
6. Digital clock
7. Audio information
8. Display brightness button
9. Display unit selection button

IMMOBILIZER SYSTEM

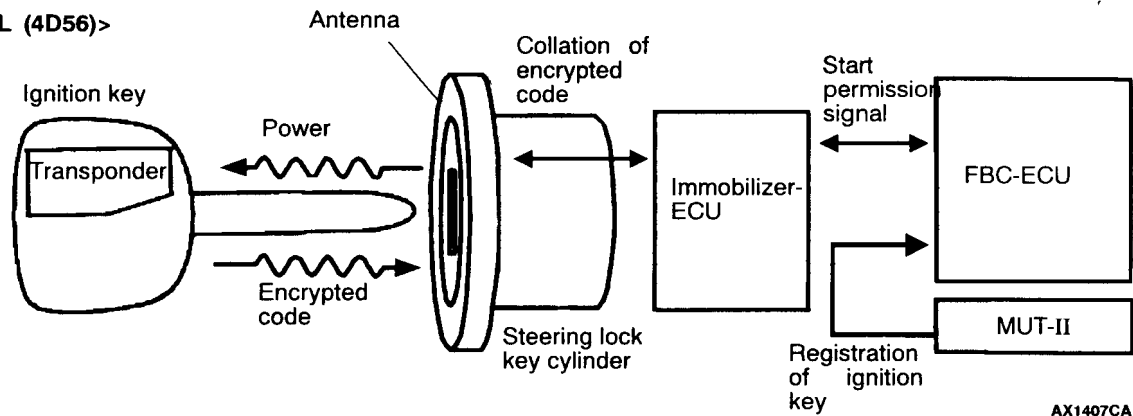
This system lets the engine be started only when an encrypted code that is recorded in the ignition key is the same as an encrypted code that is

recorded in the immobilizer-ECU. Immobilizer system is equipped as an option.

<PETROL, DIESEL4M41>



<DIESEL (4D56)>



ENVIRONMENTAL PROTECTION

Mitsubishi has given careful consideration to protection of natural resources and the environment

in the vehicle. Environmentally friendly features are shown below.

Items Dealing with Environmental Protection

Items	Part Name	Main Details
Air pollution control	Catalytic converter	Improvements to the catalytic converter drastically reduced the amount of HC emission at cold engine start. HC is further reduced through the application of a thin-wall monolith substrate.
	Oxygen sensor	Earlier sensor activation reduces HC emission.
	Canister	The large volume, high performance canister reduces fuel evaporation.
Prevention of ozone layer destruction	Seat pad, steering wheel	Trichloroethylene cleaning discontinued.
	Painted bumper fascia	Earlier sensor activation reduces HC emission.
Extending life	Automatic transmission fluid	Never requires changing.

Items	Part Name	Main Details
Reduction of harmful substances	Fuel tank, Air intake hose, Fuel hose, Air hose	Use of lead compound is abolished.
	Engine cover	The raw material itself is colored to eliminate painting.
Recycling	Plastic parts	Material stamps on all synthetic plastic parts to facilitate recycling
		Thermoplastic resin used for to facilitate recycling of all resin parts
	Air cleaner case	Polypropylene resin containing old paper is used.
	Hood weatherstrip	Thermoplastic resin that fits to recycling is used.
Lighter weight (lower fuel consumption)	Main suspension parts made of sheet metal, Rear crossmember, Front pillar reinforcement	Hard high-tension steel sheet is used.
	Back door reinforcement	Non-uniform thickness common die forming structure is adopted.
	D pillar reinforcement	Thickness reduction for D-pillar reinforcement
	Rear side member	Reinforcement is abolished and instead foam plastic filler is used.
	Dash panel pad	Two-layer structure is adopted.

SERVICEABILITY AND RELIABILITY

MAINTENANCE-FREE FEATURES

- Adoption of an auto-tensioner eliminates the need for timing belt adjustment
- Adoption of auto lash adjusters eliminates the need for valve clearance adjustment

ENHANCED DIAGNOSIS SYSTEM

Diagnosis functions have been included for the following systems, so that it is possible to use the MUT-II to read the diagnosis codes and service data and to carry out actuator tests. In addition, it is also possible to read the diagnosis codes by the flashing of the warning lamp in some systems.

- MFI (MPI for U.S.)
- Auto-cruise control
- 5A/T
- 4ABS
- SRS air bag
- Simplified Wiring System (SWS)

- Super select 4WD II*
- HBB

*: Newly added system

IMPROVED SERVICEABILITY AND HANDLING

- The serpentine system with the auto-tensioner is adopted for the accessory belt to realize maintenance free and to improve the ease of replacement work.
- Eccentric adjust cam is adopted to make adjustment of the front wheel camber, the caster and the rear toe camber possible.
- The under cover made of plastic is adopted to make the attach/detach work easy at oil replacement.
- The fixed type connector is adopted for the switches of combination meter and instrument panel switch to increase the maintainability as well as to prevent the bite-in of the harness.

VEHICLE IDENTIFICATION

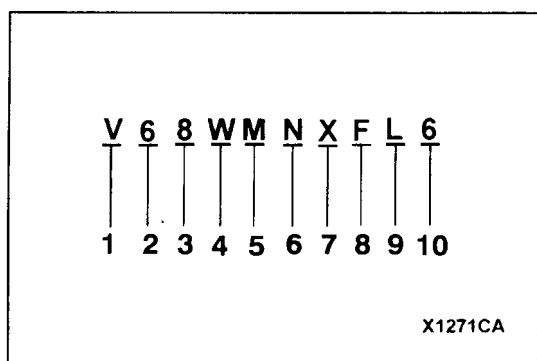
MODELS

<Short wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V64W	MNDFL6	4D56 Intercooler Turbo (2,477 ml)	V5MT1 <5M/T>	Injection
	MNHFL6		V5M31 <5M/T>	
	MNHFR6			
	MNXFL6			
	MNXFR6			
V68W	MNDFL6	4M41-DOHC Intercooler Turbo (3,200 ml)	V5M31 <5M/T>	New electronic controlled high-pressure distribution type
	MNHFL6			
	MYHFL6		V5A51 <5A/T>	
	MNXFL6		V5M31 <5M/T>	
	MNXFR6			
	MYXFL6		V5A51 <5A/T>	
	MYXFR6			
V65W	MNHCL6	6G74GDI (3,496 ml)	V5M31 <5M/T>	GDI
	MNHCR6			
	MYHCL6		V5A51 <5A/T>	
	MYHCR6			
	MNXCL6		V5M31 <5M/T>	
	MNXCR6			
	MYXCL6		V5A51 <5A/T>	
	MYXCR6			

<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V74W	LNDFL6	4D56 Intercooler Turbo (2,477 mℓ)	V5MT1 <5M/T>	Injection
	LNHFL6		V5M31 <5M/T>	
	LNXFL6			
V78W	LNDFL6	4M41-DOHC Intercooler Turbo (3,200 mℓ)	V5M31 <5M/T>	New electronic controlled high-pressure distribution type
	LNHFL6			
	LNHFR6			
	LYHFL6		V5A51 <5A/T>	
	LYHFR6			
	LNXFL6		V5M31 <5M/T>	
	LNXFR6			
	LYXFL6		V5A51 <5A/T>	
	LYXFR6			
V75W	LNHCL6	6G74GDI (3,496 mℓ)	V5M31 <5M/T>	GDI
	LNHCR6			
	LYHCL6		V5A51 <5A/T>	
	LYHCR6			
	LNXCCL6		V5M31 <5M/T>	
	LNXCRC6			
	LYXCCL6		V5A51 <5A/T>	
	LYXCRC6			

**MODEL CODE**

No.	Items	Contents
1	Development	V: MITSUBISHI PAJERO
2	wheelbase	6: Short wheelbase 7: Long wheelbase
3	Engine type	4: 2,477 ml diesel engine 5: 3,496 ml petrol engine 8: 3,199 ml diesel engine
4	Sort	W: Wagon
5	Body style	M: 3-door L: 5-door
6	Transmission type	N: 5-speed manual transmission Y: 5-speed automatic transmission
7	Trim level	D: GL H: GLX X: GLS
8	Specification engine feature	C: GDI F: Intercooler Turbocharger
9	Steering wheel location	L: Left hand R: Right hand
10	Destination	6: For Europe