

CONFIDENTIAL
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The All-new

PAJERO/ MONTERO

Product Reference Manual

General Export / GCC Market

 **MITSUBISHI MOTORS**
www.mitsubishi-motors.com



Introduction and Contents

The new PAJERO/MONTERO has evolved to meet the needs of the growing SUV market. This Product Reference Manual provides valuable data and information about the new PAJERO/MONTERO and its competitors, as well as sales tips and marketing information. With our sales teams continuing their hard work and outstanding efforts, we are confident that the new PAJERO/MONTERO will be a success in your country.



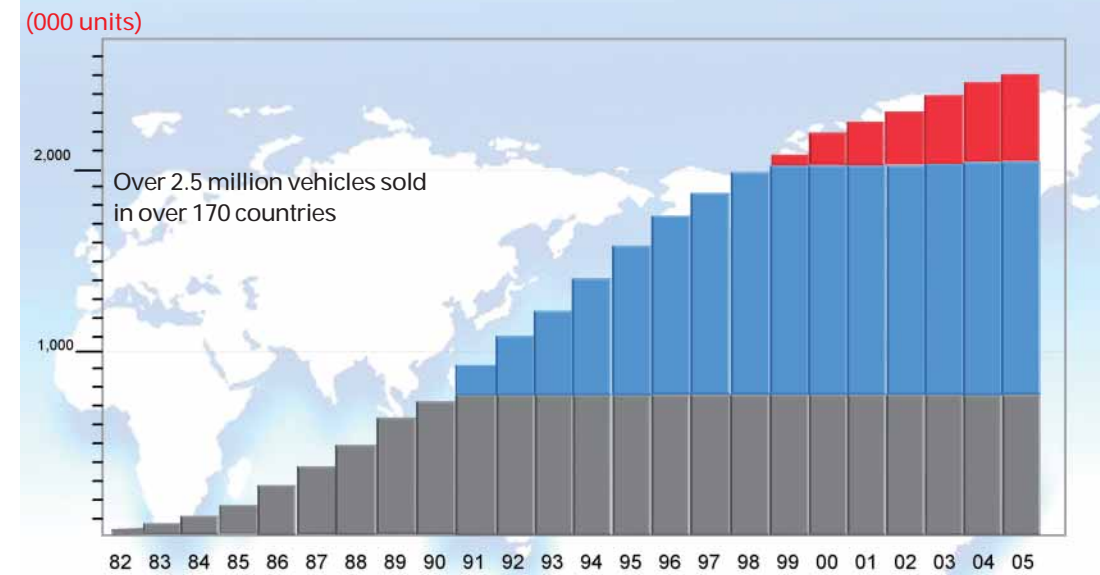
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Marketing Summary Product Overview



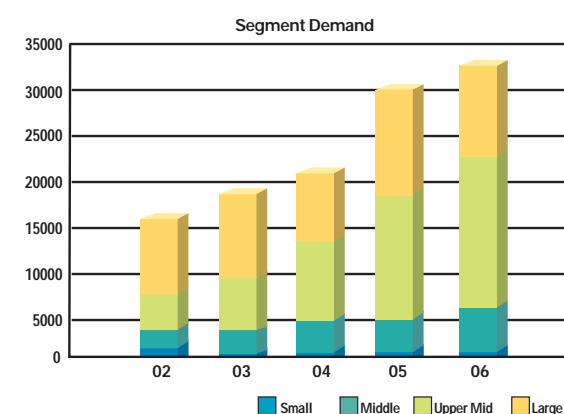
Off - road SUV market

Pajero/Montero total sales figures



Since the first-generation Pajero / Montero was launched in 1982, over 2.5 million vehicles have been sold in over 170 countries worldwide. Pajero / Montero has solidified its role beyond a doubt as Mitsubishi Motors' flagship SUV.

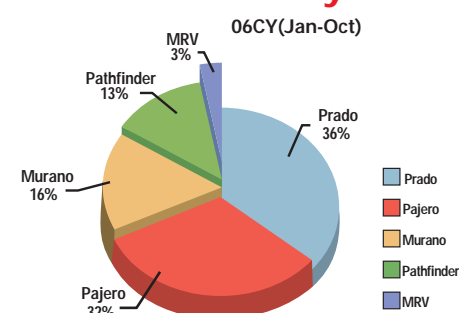
Overall SUV Demand in UAE Market



Sales of SUVs have been growing steadily each year. Pajero / Montero currently occupies the expanding upper-mid class of this market.

Note: This market is used here as an example, for your own market, please use the appropriate local data.

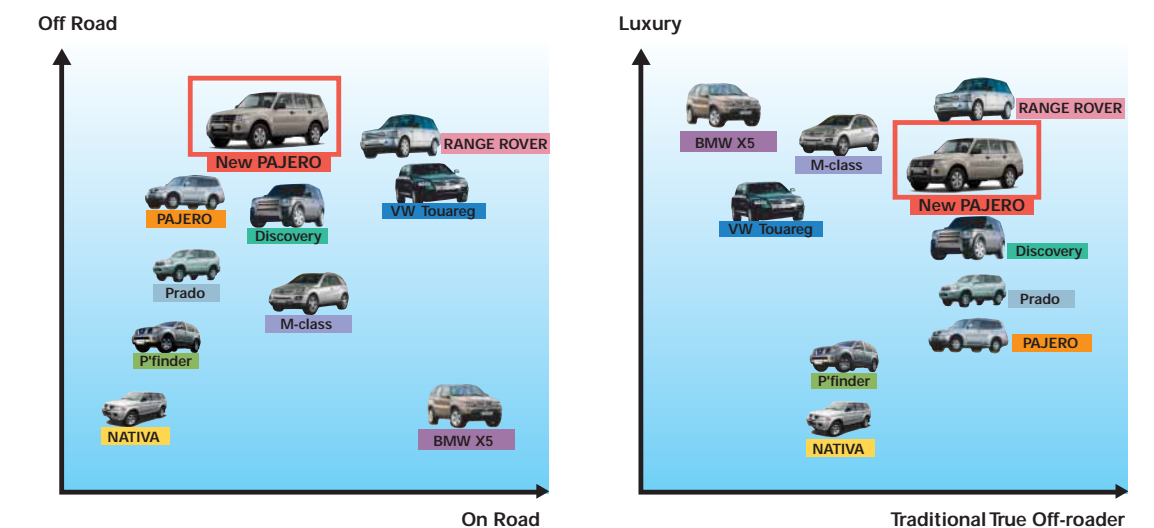
UAE Market share by manufacturer



Toyota Prado is currently the leader in this market, with Pajero / Montero in second. The new Pajero / Montero, however, is expected to take the market share away from Toyota.

Note: This market is used here as an example, for your own market, please use the appropriate local data.

New Pajero/Montero Positioning in Performance



The new Pajero / Montero is an all-round SUV offering high-performance on- and off-road driving. Its primary competitors are the Toyota Prado, Land Rover Discovery and Nissan Pathfinder.

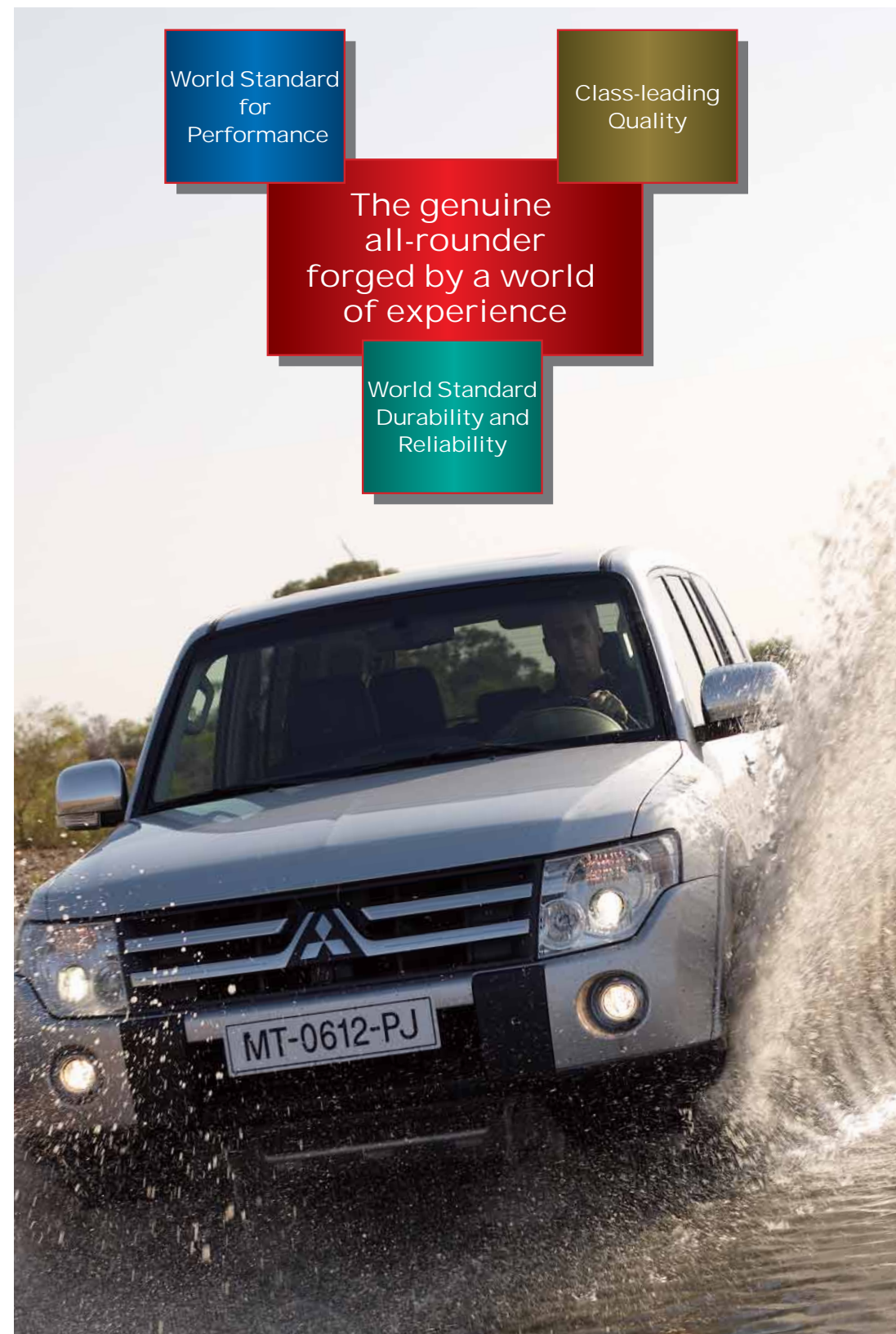
Target User Profile

Looking at owners of previous-generation Pajeros, upper-mid SUV owners and people who have expressed an interest in buying a Pajero:

- Married males in their late 30's-50's, management-level or self-employed.
- Enjoy off-roading and other outdoor activities
- Have a great deal of freedom in their lives, and enjoy being on their own.



Product Concept



The sales points of the new Pajero/Montero are enhanced on/off-road capabilities, durability and reliability, and luxury-level quality.

Three main ideas behind the new Pajero / Montero:

Class-leading Quality



- Pajero / Montero's signature cat's-eye headlamps
- Garnish for the license plate and built-in spare tire
- Approach and turn lamps
- High-contrast meters and LED illumination
- Rockford Acoustic Design Premium Sound System with 12 speakers and 5.1-channel surround sound system

World Standard for Performance



- More powerful 3.8-liter MIVEC engine
- 4-wheel independent suspension and front midship layout
- SS4 II, ASTC, and rear differential lock, for better traction and road handling
- Larger 18-inch tires (GCC only) and 17-inch 4-pot disc brakes (5-Door 3.2-liter and 3.8-liter models only)

World Standard Durability and Reliability



- Monocoque construction with built-in ladder-frame, highly rigid body
- Dual-stage front airbags, plus side and curtain airbags.

A history of the Pajero / Montero Concept

First generation (1982-1990)



A fusion of jeep and passenger car

Second generation (1991-99)



This model added several refinements to the first generation design

Third generation (2000-06)



This generation introduced the Pajero / Montero as a high-end passenger vehicle

Model line-up

General Export / GCC

GLS Package (Option @29)

General Export / GCC

For the new Pajero/Montero (5-Door and 3-Door), the GLS grade is now available as option package for the GLX model. Be sure to emphasize to customers the advantages the package items offer.

General Export

5-Door

Engine	Price Class	Emission	Transmission	4WD System	Seating Capacity
3.8-liter 24-valve V6 MIVEC (6G75)	GLX (Opt.:GLS)	EURO 4	5 M/T	Super Select 4WD II	7
			5 A/T		
3.0-liter 24-valve V6 ECI-MULTI (6G72)	GLX (Opt.:GLS)	R15-04	5 M/T		
		EURO 2	5 M/T		
			4 A/T		
		EURO 2	4 A/T		
3.2-liter intercooled turbocharged DI-DC (4M41)	GLX (Opt.:GLS)	EURO 3	5 M/T		9
			5 A/T		7
2.8-liter intercooled turbocharged Diesel (4M40)	GLX (Opt.:GLS)	R15-04	5 M/T		
			4 A/T		
	GL		5 M/T		9



GLX



GL



GLX



GL

3-Door

Engine	Price Class	Emission	Transmission	4WD System	Seating Capacity
3.8-liter 24-valve V6 MIVEC (6G75)	GLX (Opt.:GLS)	EURO 4	5 A/T	Super Select 4WD II	5
2.8-liter intercooled turbocharged Diesel (4M40)	GLX (Opt.:GLS)	R15-04	5 M/T		
	GL				

Model line-up

General Export / GCC



GCC

5-Door

Engine	Price Class	Emission	Transmission	4WD System	Seating Capacity
3.8-liter 24-valve V6 MIVEC (6G75)	GLX (Opt.:GLS)	EURO 4	5 M/T	Super Select 4WD II	7
			5 A/T		
3.0-liter 24-valve V6 ECI-MULTI (6G72)	GLX (Opt.:GLS)	EURO 2	5 M/T		
			4 A/T		
			5 M/T		9
			4 A/T		
3.2-liter intercooled turbocharged DI-DC (4M41)	GLX (Opt.:GLS)	EURO 3	5 M/T		7
			5 A/T		



GLX



GL

3-Door

Engine	Price Class	Emission	Transmission	4WD System	Seating Capacity
3.8-liter 24-valve V6 MIVEC (6G75)	GLX (Opt.:GLS)	EURO 4	5 A/T	Super Select 4WD II	5
	GL				
3.0-liter 24-valve V6 ECI-MULTI (6G72)	GLX (Opt.:GLS)	EURO 2	4 A/T		



GLX



GL

Exterior

GLS Package (OPT @29)



- 1 Chrome-plated outer door handles
- 2 Chrome-plated power door mirrors (with defoggers, approach lamps and turn lamps)
- 3 Chrome-plated front grill
- 4 Black door sashes (5-Door only)
- 5 Silver-painted front skid plate
- 6 Color-keyed license plate garnish
- 7 Silver-painted rear lower bumper
- 8 Side garnish with wheelhouse moldings and tailgate garnish
- 9 GLS badge



The exterior and interior features in the GLS Option Package create a very attractive and comfortable high-quality environment for drivers and passengers.

Interior



- 10 Electronic chromic rearview mirror (auto dimming function)
- 11 Chrome-plated inner door handles
- 12 Upgraded door trim
- 13 Sunvisors with illuminated vanity mirrors and lids (2pcs.)
- 14 LED front foot lamps (both sides)
- 15 Leather-wrapped steering wheel
- 16 Leather-wrapped T/M, T/F shift knobs and parking brake lever
- 17 2nd-row 60:40 split seatback with 3 headrests

Gold emblem Package (OPT P07) GCC only



Exterior



GLX



Discharge lamps with auto-levelling function (OPT QV4) are also available. These provide even more light with less power consumption.



- 1** High quality chrome-plated headlamp extensions
- 2** Strong and bold, black door mirrors and door handles
- 3** Black lower bumper provides protection for off-roading



4 Tires & Wheels

GL
(excl. GCC 3-Door)



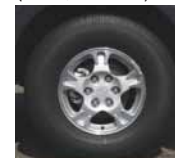
16" Steel

GLX (3.8 MIVEC, 3.2 I/C T/DI-D)
GL (GCC 3-Door)



17" Alloy

GLX
(3.0 V6, 2.8 I/C T/D)



16" Alloy

GLX
(3.8 MIVEC, 3.2 I/C T/DI-D)



18" Alloy (GCC only)

5 Rear combination lamps



3-Door
Bold chrome fittings
in black rear
combination lamps



5-Door
High quality clear
rear combination lamps

6 Rear license plate built into black spare tire case

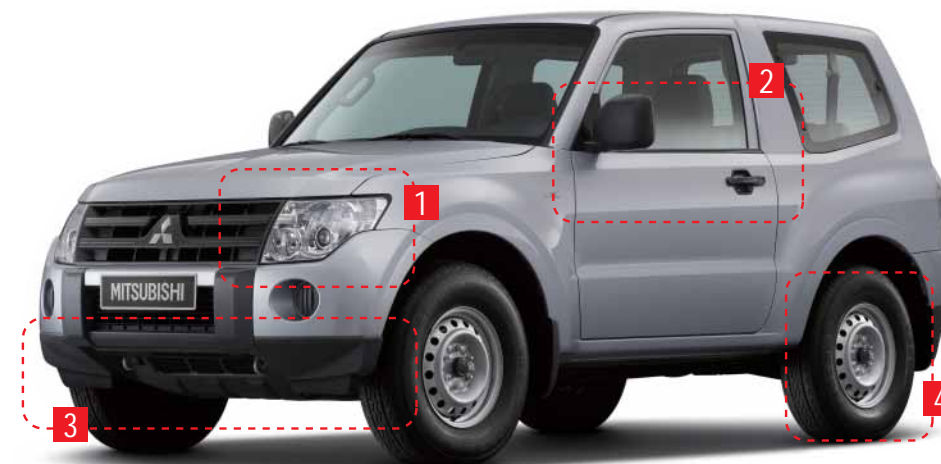
Exterior



GL



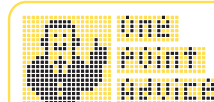
Exterior style highlighted by strong, straight lines.



Interior



GLX/GL



The cockpit features an ergonomic layout for intuitive control and maximum comfort.



High contrast back-lit meters with rheostat

Center clock

Fully automatic air conditioner

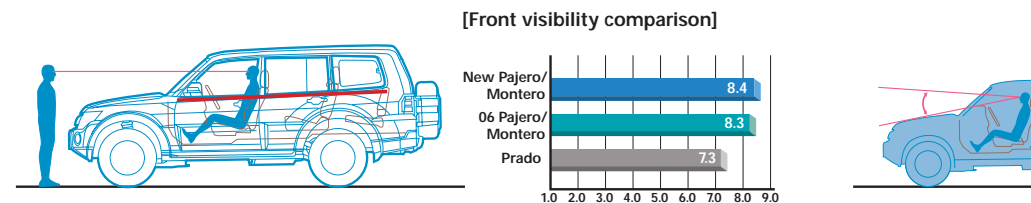
4-spoke urethane steering wheel

Packaging

General Export / GCC

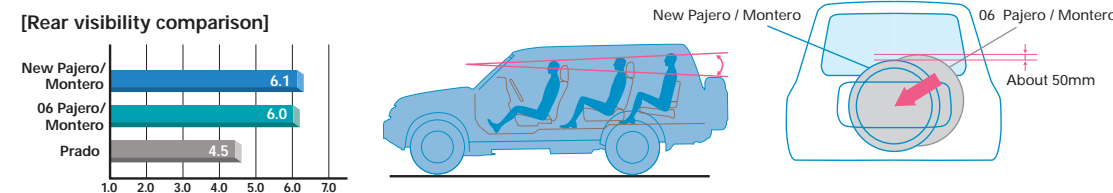
Forward visibility

Pajero / Montero offers superior visibility of the road and obstacles. Pajero / Montero's high eye point places the driver at the same level as if he were standing, providing class-leading forward visibility. Also, the lower beltline provides better side visibility.



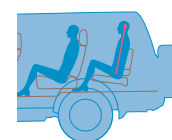
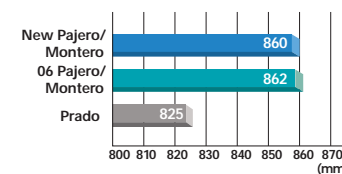
Rear visibility

The middle and rear headrests have been lowered, as has the rear-mounted spare tire, to improve visibility behind the vehicle. Because of this, the Pajero / Montero also leads its class in rear visibility.



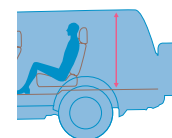
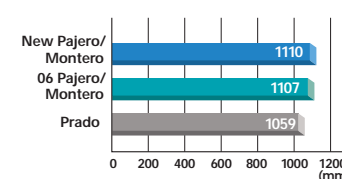
The improved visibility and higher seat position make Pajero much safer for city driving.

Third-seat headroom

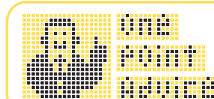


Rather than just being for emergency uses, the third-row seat provides plenty of room for passengers to sit comfortably.

Cargo space height



Folding down the third-row seat creates a cargo space 1,110mm high.

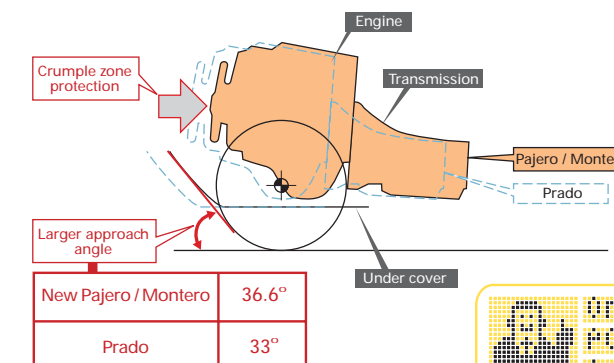


The Pajero / Montero leads its class for third-row headroom and cargoroom height.

Packaging

General Export / GCC

Engine layout

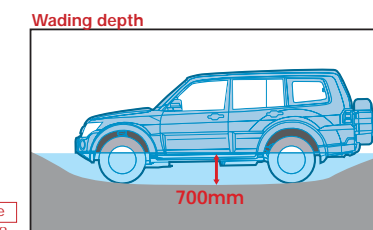
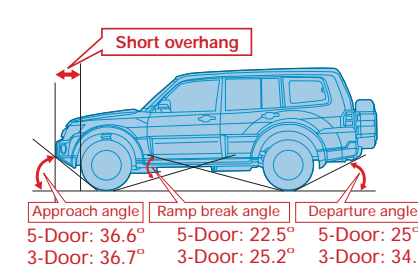


The Pajero / Montero engine uses a front-midship layout. The engine has been moved back to create a larger approach angle and create space for a crumple zone to protect occupants. Furthermore, this places more of the vehicle's weight near the center, providing better handling.



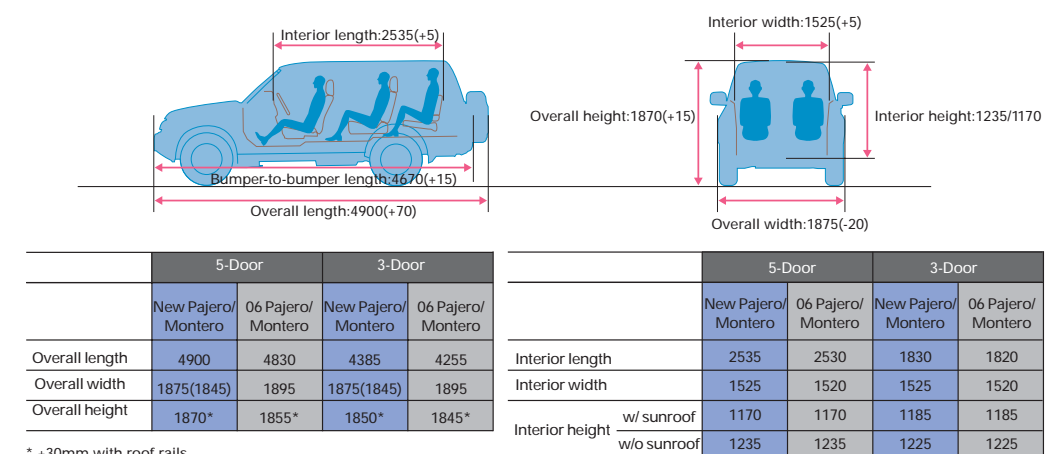
The front-midship layout provides better stability and excellent control.

Short overhang



The shorter overhang and 'diamond-cut' nose make maneuvering easier. They also make traveling on rough roads easier.

Dimensional comparison



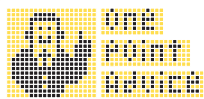
* +30mm with roof rails

Performance

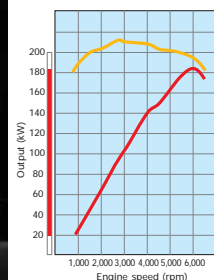
General Export / GCC

Engine (General Export)

3.8-liter 24-valve V6 MIVEC



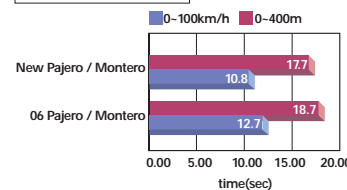
The 3.8-liter MIVEC engine provides a balance of improved torque at low ranges and increased output performance at cruising speeds.



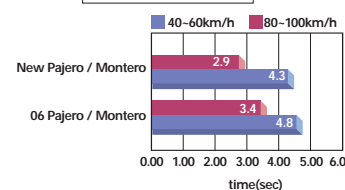
The current 3.8-liter unit adds the variable intake control and variable valve timing of MIVEC system for improved engine performance. Also added is a new catalytic converter that helps satisfying Euro-4 emissions regulations.

Max Output: 184kW(250PS)/6,000rpm
Max Torque: 329N-m(33.6kg-m)/2,750rpm
 3.8L MIVEC A/T

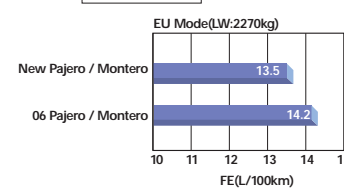
Starting acceleration



Passing acceleration



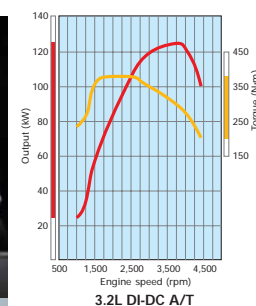
Fuel efficiency



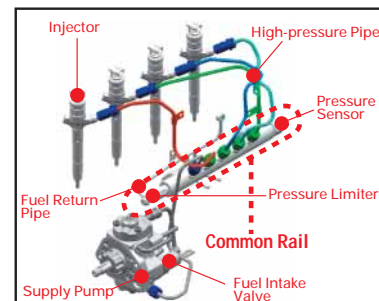
3.2-liter DI-D Common Rail Intercooled Turbo



Max Output: 121kW(165PS)/3,500rpm
Max Torque: 373N-m(38.1kg-m)/2,000rpm
 3.2L DI-DC A/T



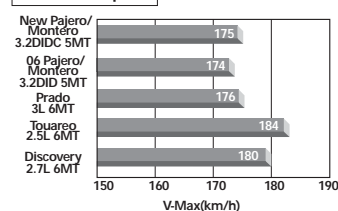
The engine adopts a Common Rail injection system that increases output while also satisfying(Euro-3) exhaust emission regulations.



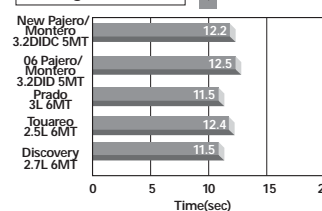
Common Rail Fuel System

The critical factor in high-tech diesel engines is pressure. By using the Common Rail to supply fuel injector lines, a single pump can provide constant high fuel pressure. In addition, the ECU electronically controls fuel flow to allow three injections with every cycle, maximizing power output while minimizing fuel waste and emissions.

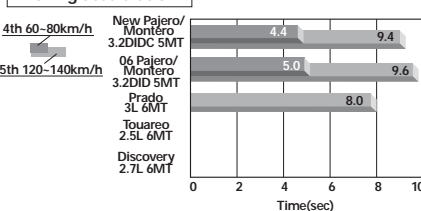
Maximum speed



Starting acceleration



Rolling acceleration



Performance

General Export / GCC

Engine (General Export)

Included on current models, the economical and efficient 3.0-liter, 24-valve V6 SOHC ECI-MULTI and 2.8-liter Intercooled Turbocharged Diesel are also available, now offering better fuel efficiency.

3.0-liter 24-valve V6 ECI-MULTI

Max Output: 133kW(181PS)/5,250rpm
Max Torque: 265N-m(27.1kg-m)/4,000rpm
 3.0L MPI A/T & M/T (EURO-2)

2.8-liter Intercooled Turbocharged Diesel

Max Output: 92kW(125PS)/4,000rpm
Max Torque: 294N-m(30.0kg-m)/2,000rpm
 2.8L IDI A/T & M/T

Engine (GCC)

3.8-liter 24-valve V6 MIVEC

Max Output: 269HP/6,000rpm
Max Torque: 35.0kg-m/2,750rpm
 3.8L MIVEC A/T

3.2-liter DI-D Common-rail Intercooled Turbo

Max Output: 174HP/3,500rpm
Max Torque: 38.5kg-m/2,000rpm
 3.2L DI-DC A/T

3.0-liter 24-valve V6 ECI-MULTI

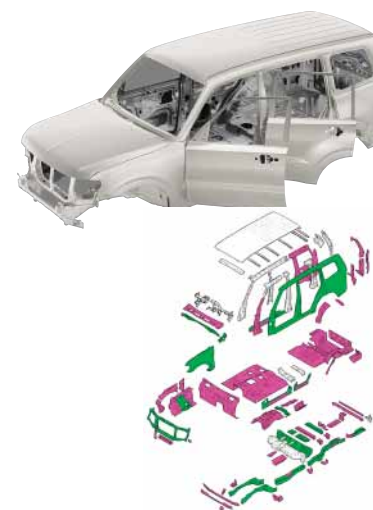
Max Output: 188HP/5,250rpm
Max Torque: 27.9kg-m/4,000rpm
 3.0L MPI A/T & M/T

From the Rally Course

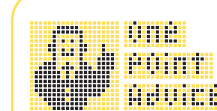


With the addition of MIVEC, drivers can use the 3,000-6,000 rev range over most conditions and terrain for high output and torque performance. At lower revolutions, simply pressing the accelerator will receive a quick response and increased power.

Body structure



Pajero / Montero incorporates a ladder frame with a monocoque body, a design first developed for rally racing. With this design, overall torsional and flexural rigidity has been increased over the previous design, without raising the weight. This increases the efficiency for both on- and off-road driving, as well as improving stability. In addition, the hood material has been changed to aluminum, decreasing the overall weight by 9kg. This shift in weight distribution helps improve handling and efficiency.



The high rigidity of the ladder frame, plus the lightweight monocoque body construction, improves driving performance on any type of road. The lighter engine hood also reduces overall weight.

Galvanized steel usage

	New Pajero / Montero	06 Pajero / Montero
5-Door	76%	40%
3-Door	78%	41%

Galvanized steel parts

06 Pajero / Montero
New Pajero / Montero (expanded usage)

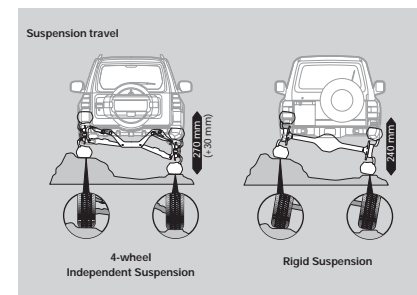
Galvanized steel has been more extensively used, increasing Pajero's rust-resistance and improving durability.

From the Rally Course



The area where the tire touches the ground is only the size of a postcard. This means that the weight of the entire vehicle is supported by a space of just four postcards. What effect does this have on the body? When an ordinary body is raised just 20cm diagonally, it starts to warp making the doors hard, if not impossible, to open. The Pajero / Montero body, however, is much more rigid, eliminating this worry. This rigidity and reliability makes a big difference on the rally courses.

Suspensions

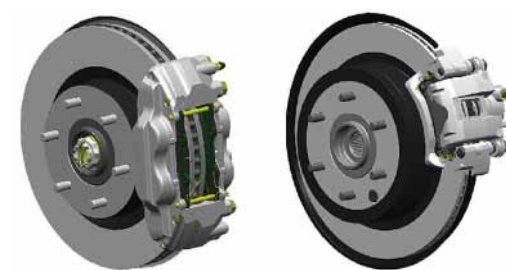


The lightweight design and 4-wheel independent suspension provides a superior road-hugging performance proven in the Dakar Rally. This advanced design has been further refined to provide greater comfort for driver and passengers.

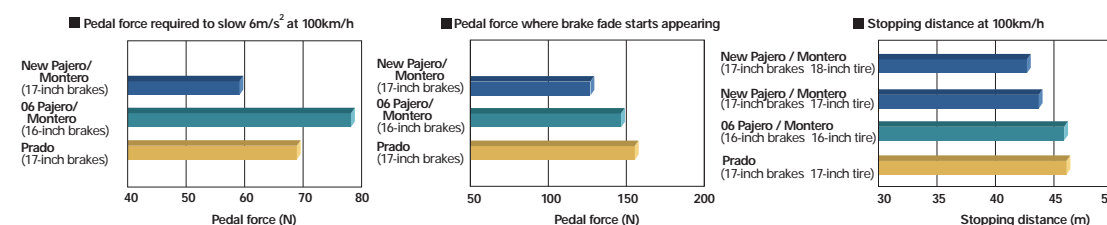


Independent 4-wheel suspension was developed for and tested in the Dakar Rally. To handle the increased stopping power of the new 17-inch brakes, the axles were made more durable, providing drivers with better control.

Brakes

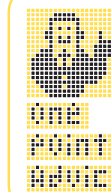


Large 17-inch caliper-type brakes are now adopted. The new brakes deliver plenty of stopping power and optimal fade characteristics, contributing to a shortening of stopping distance for greater safety (only on 5-Door 3.8-liter MIVEC / 3.2-liter DI-DC models). For greater safety, 4-sensor, 4-channel, all-wheel ABS with EBD (electronic brakeforce distribution) (OPT C15) is available.



The 17-inch, 4-pot brakes provide class-leading stopping power, with better resistance to brake fade for more stability.

SS4 II



The optional rear differential lock provides even greater crawling power in difficult driving conditions.

The new Mitsubishi Pajero / Montero inherits the highly appreciated 4WD system of the previous model. Mitsubishi's SS4 II system not only features a center differential lock that delivers outstanding off-road performance, it also controls torque distribution to the front and rear in 4H mode for superior handling and easy operation in a broad range of surfaces from paved roads to slippery trails. Furthermore, the shift-on-the-fly system lets drivers react immediately to poor road conditions without stopping.



2H (2WD high range)
Only the rear wheels receive power. This mode is best suited for highways and normal driving conditions.



4H (4WD high range)
When the weather gets bad and the roads start turning rough, 4H mode provides added traction. The dynamic front/rear torque split adjusts between 33:67 and 50:50 to give you greater control for high speed driving.

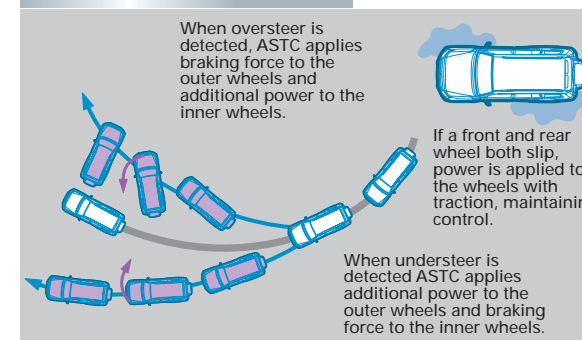


4HLc (4WD high range with locked center differential)
With the center differential locked to distribute equal torque to all four wheels, this mode is suitable for rough back roads or hazardous weather conditions.



4LLc (4WD low range with locked center differential)
The four-wheel traction of 4HLc shifts into low gear for maximum torque when going off-road or driving through heavy snow and mud.

ASTC



On slippery surfaces, the ability to quickly control engine and brake power while avoiding tire slip is critical. When tire slip is detected, additional braking is applied to the wheels that need it to maintain control without needing to slow down. The rear differential lock provides even more traction for even the roughest roads. The new Pajero marks the first time that ASTC and rear differential lock have been available together as options.

ASTC	Merit	Demerit
	<ul style="list-style-type: none"> Acts as a front and rear differential lock simultaneously. No lateral torsion. Requires only pressing the accelerator. Can be switched off 	<ul style="list-style-type: none"> Continuous use for more than a few minutes causes the brakes to heat up, requiring stopping. Accelerator-only operation requires some adjustment for drivers.
	Rear Differential Lock <ul style="list-style-type: none"> Can be used continuously through mud and sand, unlike ASTC. More enjoyment for technical drivers. RDL = "Real Off-Road" cachet. 	<ul style="list-style-type: none"> In sudden emergencies, ASTC performs better. High driver skill is required to maintain control.

From the Rally Course



Cars with off-road suspension have a stroke about twice as large as ordinary cars. Without it they couldn't run. The techniques developed for off-road driving can be applied on-road as well. Pajero / Montero's independent 4-wheel suspension with SS4 provides drivers with unmatched handling and security over all road conditions.

Center information display (Optional)



Digital clock



Calendar



Average speed, fuel consumption and mileage



Exterior data (temperature, elevation, heading, etc.)

Note: The average fuel consumption and mileage settings are not available for the 2.8-liter model.



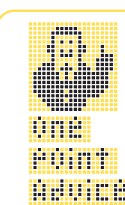
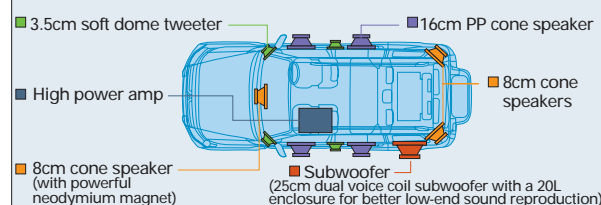
The center information display provides drivers with a range of information.

Rockford Acoustic Design Premium Sound System (Optional for 5-Door only)



Rockford has produced a premium sound system exclusively for Pajero / Montero. The 12-position, 12-speaker system is designed just for automotive enjoyment. With a total of 860W of power, drivers can enjoy full, clear sound.

Speaker / amplifier layout

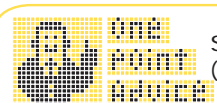


Controls are available to fine-tune output quality by music genre, as well as balancing speaker output for individual passenger positions.

Rear seat entertainment system (Optional)



Pajero / Montero includes a DVD-TV and DVD-audio system with a 9-inch widescreen display. In addition to the Rockford Premium Sound System, occupants can also enjoy the 5.1-channel theater surround sound package.



Several components are included for use with the monitor (remote control and video/audio jacks).



ETACS (Electric Time and Alarm Control System)



A Headlamp auto cut

After the ignition is turned off, the headlamps automatically turn off after a set amount of time.

B Power window open/close

After the ignition is turned off, the driver still has 30 seconds to raise or lower the windows.

C Interior lighting auto cut

After the ignition is turned off, the interior lights automatically turn off after a set amount of time.

D Multi-mode keyless entry system

From a remote control built into the key, drivers can lock and unlock the doors, as well as adjust the power mirrors.



The above functions, as well as many others, are provided for the convenience of the driver. Please consult the owner's manual for additional details.

Illuminations



High-contrast meter cluster

High-visibility, high-contrast meters, including speedometer, tachometer, fuel gauge, engine information and turn signals.



LED front seat foot lamp (Optional)

Optional floor lamps make getting in and out easier, for both front seat occupants.

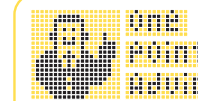


Turn lamp

Approach lamp

Turn lamps/approach lamps (built in door mirrors) (GLS Package)

Built into the door mirrors, they improve visibility at night for greater safety.



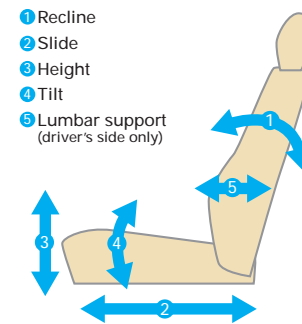
The new Pajero / Montero features a number of high-quality illuminations. Drivers may set the brightness to their preferred level.

5-way power seats (Optional)

The 5-way power seats, available in leather or fabric, include power recline, slide, height and tilt adjust and lumbar support controls that help achieve an optimal seating position for greater comfort on long drives.



5-Door: 5-way/4-way power seats (drv/pass) and seat heaters (OPT K67)
3-Door: 5-way power seat (drv) and seat heaters (drv/pass) (OPT K63)



Second-row seats



GLS Package
6:4 split-type with 3 headrests



GLX
Bench-type seat with 2 headrests



GL
Basic bench-type seat



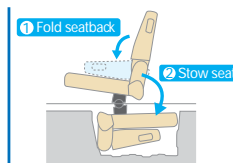
The GLS Package middle-seat headrest is an L-shape type to prevent driver visibility from being obscured.



Third-row seats (5-Door)



GLX/GLS Package

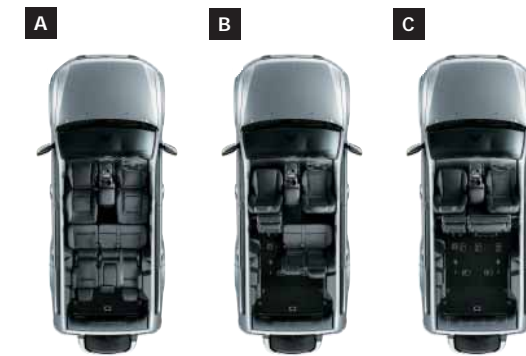


GL
Face-to-face type seats
(2-passengers x 2)



The 3rd-row stowage function provides the same ease of use and wide, spacious cargo area as the current Pajero/Montero.

Seat arrangements (5-Door) (GLS Package / GLX)



A Flat arrangement

When the car is parked, occupants can fold down the seats to use as beds.

B Tumble-and-folding-type second-row seats with 6:4 split, plus stowed third row

This arrangement allows long objects to be carried in the rear while still seating four.

C Fully folded second row and stowed third row

This arrangement provides a large cargo area for carrying lots of suitcases, sport equipment, or other goods.

Storage pockets



Second-row center armrest with built-in cup holders



Sunglasses pocket
Folds down from ceiling
(on models without sunroofs)



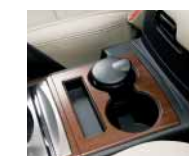
Lockable 2-level glove box



Adjustable center armrest console box with upper and lower compartments, can hold 14 CDs



Front cup holders / coin tray on floor console
M/T models have cup holder only



Cup-type ashtray on floor console (optional)



Door pocket
Convenient for holding large maps



Seatback pocket
Driver and passenger side



Tailgate pocket with removeable lid
(lid shown here removed)



Storage box
Above the third-row passenger side rear-wheel housing



Cup holder
Above the third-row passenger side rear-wheel housing



Luggage floor box
Inside the third-row seat stowage space



Cooler box (optional)



Cargo hooks x 4
Convenient for carrying large items



The wide choice of seat arrangements and storage spaces are very useful for drivers.

Body structure



Detailed attention to increasing component strength of the monocoque body with built-in frame has created an even stronger construction for Pajero / Montero. An array of repeated crash tests contributes to satisfying the criteria to achieve our J-NCAP 6-star rating. (based on the results of in-house testing)

J-NCAP: ★★★★★★



ODB collision test (64km/h)

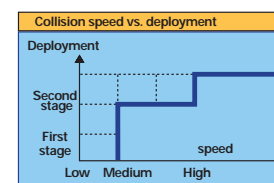


Side collision test (55km/h)



Side collision (pole) test (29km/h)

Dual stage front airbags

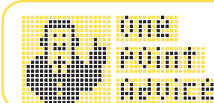


Deployment force of the front airbags is regulated in accordance to the severity of the collision by a primary and secondary ignition control to maximize occupant protection.

SRS side and curtain airbags (Optional)



To protect occupants in the event of a side collision, first- and second-row curtain airbags have been added to the side airbags.



This passive safety system is added to augment the active systems like ASTC, the improved disc brakes, and better visibility greatly to reduce accidents.

From the Rally Course



Unexpected dangers are very common in rally driving, which means we need cars that help us to react exactly as we need. To meet this need, a wide variety of safety and control systems have been developed. Developed on the toughest courses in the world, these rally-proven technologies are now available in Pajero.

Competitor Comparison Q&A



Competitor Comparison

Pajero / Montero vs. Land Cruiser Prado



Pajero / Montero provides true 4WD, with efficient 2WD

Pajero / Montero's Super Select 4WD II uses a central VCU to prevent slip and distribute torque to provide traction and handling control on wet or icy roads. In comparison, Prado uses a Torsen LSD for better acceleration, but this does not provide the same control over front/rear torque distribution. On any type of road, Pajero / Montero provides superior handling and control. In addition, Pajero / Montero has a 2WD mode for fuel efficiency during city driving.



Prado uses an older style of body frame

Prado's ladder frame is tough but heavy. This older design reduces interior space and ceiling height, as well as making sudden stops more difficult to do safely. By taking Pajero / Montero's previous ladder frame/monocoque body design and creating a new monocoque body with built-in ladder frame, the new Pajero / Montero is much lighter. In addition, Pajero / Montero has an independent 4-wheel suspension for improved performance off-road and better durability than any all-round SUV.

	Pajero / Montero	Prado
4WD System	Super Select 4WD II	Full-time 4WD
Center Def	Planetary Gear + VCU	Torque sensing LSD
4H	■	■
Drive Modes 4HLc	■	■
4LLc	■	■
2WD	■	-

	Pajero / Montero	Prado
Body	Ladder Frame Built-in Monocoque Body	Ladder Frame
Front Suspension	Double Wishbone Independent	Double Wishbone Independent
Rear	Multi-link Independent	Trailing-link Rigid



Pajero / Montero also leads in amenities and convenience

Pajero / Montero's automatic transmission with Sports Mode provides the same enjoyment as a manual transmission. Other amenities include the projector-type discharge headlamps, 12-speaker Rockford Acoustic Design Premium Sound System and 5.1ch surround sound system. In addition, the third-row seat can be easily stowed for carrying large cargo.

	Pajero/Montero GLS-Package (5-Door)	Land Cruiser Prado VX (5-Door)
Overall length	4900	4925
Overall width	1875	1875
Overall height	1870	1865
Wheelbase	2780	2790
Interior length	2535	2520
Interior height	1235	1260
Interior width	1525	1535
Engine	3.8-liter 24-valve V6 MIVEC	4.0-liter 24-valve V6 VVT-i
Max. Output	269HP/6,000rpm	262HP/5200rpm
Max. Torque	35.0kgm/2,750rpm	40.3kgm/3,800rpm
Minimum turning radius	5.7m	5.7m
Transmission	INVECS-II 5A/T with Sports Mode	5A/T
4WD system	Super Select 4WD II	Full time 4WD
Rear differential lock	OPT	-
Front fog lamps	OPT	STD
Discharge headlamps	OPT	OPT
Turn/approach lamps in mirrors	STD	-
Rear-mounted spare tire	STD	STD
Leather-wrapped steering wheel	STD	OPT
Stowable third-row seat	STD	-
Fully-automatic air conditioner	STD	STD

Q&A

Q1. Don't most other SUVs have full-time 4WD?

A. Pajero / Montero's SS4 II adds to full-time 4WD by providing high and low settings, and by giving the ability to use 2WD. Drivers can use 4WD anytime, but 2WD is quieter and more efficient (2.5% more than 4WD) for city driving.

Q2. Can I switch from 2WD to 4WD while driving?

A. SS4 II's synchro freewheel differential allows changing between 2WD, 4WD and 4HLc modes at speeds up to 100km/h simply using the transfer lever. To switch to 4LLc mode, the car must be stopped.

Q3. Can ASTC be used with the rear differential lock?

A. With the rear differential is locked, ASTC is automatically turned off. ASTC provides slip control like the differential lock does, but for very rough conditions the rear differential lock is more effective.

Q4. Why isn't the premium sound system available on the 3-Door model?

A. The premium sound system depends on speaker and subwoofer position to create the proper effect. The 3-Door model does not have enough interior space to create the right sound quality. To do so would take up too much of the cargo area.

Q5. Is it longer than previous models?

A. The overall length is 70mm longer than previous models, but this is mainly due to the design of the rear number plate. The length from bumper to bumper is only 15mm longer.

Q6. Haven't many SUV's been moving the spare to the underfloor compartment?

A. Moving the spare tire to the underfloor compartment the vehicle makes it more difficult to check the tire's condition. Also, when going off-road, the exterior placement makes the spare tire readily available if needed. This is because Pajero / Montero still intends to remain a true off-road vehicle.

Q7. Where are the lighter and ashtray?

A. As smoking is becoming less popular around the world, the lighter and ashtray are now optional items. The cup-type ashtrays in the second row may also be used as cup holders.

Q8. Are there safety features besides the RISE Body and airbags?

A. In the event of an accident, the pedal collapses into the floor to protect the driver's legs and feet. The steering wheel column also collapses to protect against chest injuries.