quick. Spin

DAKAR /

If big is beautiful, mud-plugging is your favourite pastime and you fantasize about taking part in the Dakar Rally, look no further than the Mitsubishi Pajero Sport

WORDS: VIKRAM GOUR

PHOTOGRAPHY SIDDHARTH & SUKHPREET







- He passy electrosis 4WD for this ellreader. No sir, this comes with a proper manual 4WD transfer case.
- 2. The 2.5-litre common-rail direct injection DONC diesel milt of the Pajers is extremely colineat and generales a maximum power of 178PS and 4000m of largue.
- The interiors of the new Pajero feet a lot more modern and opmarket than its predecessar.







DRIVING THROUGH DELHI IN PEAK TRAFFIC FELT LIKE A

SOLID WORKOUT FOR MY ARMS! HOWEVER, FIND AN OPEN

PAJERO COMES TO THE FORE

ROAD AND THE DELIGHT OF BEING BEHIND THE WHEEL OF A

torque between 2000 and 2500rpm. Fitted with an intercooler and a variable geometry turbo, the Pajero is surprisingly quick for a vehicle its size and once you get the engine revs within the powerband, it feels like the engine can continue pulling till kingdom come! The turbo kicks in only around 2000rpm, at which point you get a surge in power that literally pushes you back into your seat and rockets you towards three-digit speeds faster than you would expect from such an SUV. However, the turbo lag is a curse in slow moving city traffic. City driving requires constant gear changes and you find yourself perpetually dropping out of the power rev range which makes it a bit frustrating.

When it comes to driving the Pajero around town, the experience can best be described as a mixed bag of emotions. The vehicle feels well planted on the road and doesn't lose its cool around bends. However the ride quality is a little on the stiff side. While the double wishbones with coil springs and stabiliser

bars up front and the 3-link coll spring suspension with stabiliser bars at the rear do their level best to offer a comfortable ride, it's hard to go against the laws of physics and some vibrations and harshness find their way to the passengers. While the front passengers won't mind, it's the middle and rear row passengers who will feel the brunt of this particular suspension set-up. No doubt. the large 265/65R17 tyres soak up most undulations, but the Pajero is bound to be a little rough. Secondly, the gearbox is a tad notchy and the steering. which is great to grip, is rather heavy in slow moving traffic or while undertaking parking maneuvers. Driving through Delhi in peak traffic felt like a solid workout for my arms! However, find an open road and prod the right pedal a bit and soon these facts fade away as the delight of being behind the wheel of a Pajero comes to the fore. The commanding seating, the solid road presence and no nonsense style statement are all further enhanced by the way this beast unleashes all its power in linear, almost locomotive-like fashion.

But then again, who wants to drive a Pajero around the city all day long? Especially when you have an awesome 4x4 system enboard! The Super Select 4WD system onboard the Pajero Sport has been tried and tested under the most gruelling conditions of international rallying. The shifter offers a total of four settings which include 2H, which is perfect for everyday driving in two-wheel drive mode; 4H allows you to take on slick or bad mads thanks to added traction, and the 50:50 front/rear torque split ensures that you have an enhanced level of control for high speed driving. Incidentally, you can shift from 2H to 4H on the fly up to tookin/h. To take on the boonies, 4HLc is the ideal selection as the 484 capability is enhanced with the centre differential being lecked. and finally you have sile, which essentially is the 434



low range with the centre differential locked that maximises low end torque and can help you get out of the worst. of situations. It's a grawling mode that can best be compared to a tractor-like drive style. With all this power further enhanced. by the seemingly endless offreading capability of the Pajero Sport, I couldn't resist leaving the tarmize for some muddy mashemi

Soaking in the undulations, traversing over rocky terrain and literally ploughing your own road, one cannot help letting out an evil laugh. The Pajero makes you feel as though you are the king of the rungle and nothing can destroy you. Mitsubishi's famed rally DNA shines through as this behemoth takes on the unknown with case. It's a true blue SUV and Mitsubishi has ensured that it comes with the goodies right from its underpinnings which includes the new thinner, lighter steel frame that retains the strength required to go boulder bashing. I've already spoken about the super select 4x4, and adding to that is the fact that the Pajero Sport boasts a solid 215mm of ground clearance and the short front of rear overhangs translates to the vehicle possessing a 36-degree approach angle, a 23-degree ramp break over angle and a 25-degree departure angle. Coupled with large 17-inch wheels shod with a solid amount

WHEN ZIEBBEELS COM

community tradesta his states what you are and drive to over 11's Entrement Especial and mankly I felt that the amount of offroading that I was undertaking was probably just a walk in the park for the Pajere Sport.

There is no contention in the fact that the Pajero Sport is a quality SUV. It has been engineered to perform in every aspect and it has a legendary brand name associated with it that other brands can only vie for. It does have chinks in its armour and by no means is it the perfect vehicle, but the Pajero Sport did live up to my SUV dreams. It also left me in a bit of a predicament in terms of whether I like it over its only true competition, namely the Toyota Fortuner. The Fortuner does come across as a little more refined and it definitely offers a better ride quality compared to the Pajero Sport. but honestly the fight is too close to call. If facts are your fancy, then let it be known that in the Philippines, the Pajero Sport has outsold the Fortuner! No doubt, in India the situation is a little more complex. While Toyota enjoys a solid fan following, great brand value and has a solid dealer network. Mitsubishi has remained a little. niche. The rub off hasn't always been positive for the company or its brands, but if they wish to capitalise on the Pajero Sport. now would be the time to pull all stops.



- If may be difficult to drive in the city but take the Pajers Sport off the road and it doesn't disappoint
- 2. The second rew has ample legroom and shoulder from to contestably seat three.
- 3. The tor-children-only third row Inide flet in open up a let of boot opace in the back.





>>> IT DOES HAVE CHINKS IN ITS ARMOUR AND BY NO MEANS IS IT THE PERFECT VEHICLE, BUT THE PAJERO SPORT DID LIVE UP TO MY SUV DREAMS <<<



QUICK **FACTS**

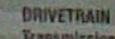
MITSUBISHI PAJERO SPORT



POWERPLANT

Engine: 2 St. 16v DOHC common-rall DI-D turbocharged Power: 178PS @ 4500rpm

Torque: 400Nm @ 2000-2500mm



Transmission; 5-speed married Drive: Super Select 4WD

UNDERPINNINGS Suspension: Front

Double wishbone with call spring

Brakes: Front

16-inch ventilated discs 16-inch ventilated chart was

Wheel Am size: 17x7.5 JJ Alloy Tyres: 265/65R17



DIMENSIONS

Wheelbase: 2600mm Leagth: 4695mm Width: 1815mm Height: 1840mm

Kerb weight: 2065kg Ground clearance: 216mm



Price (ex-showroom, Delhi): 7 24 43 talch

3-link cost spins and

Rest