

# Mitsubishi Pajero Sport

## Quite Good but Too Late?



Report: Noble Varghese  
Photography: Mohd. Nasir

Quick, what comes to mind when I say Mitsubishi? If, like me, you've grown up drooling, dreaming and following all things rallying, then it is undoubtedly the Lancer Evo and Mitsubishi's cult rally heritage, which had dominated the rallying scene at one point – including the WRC and Dakar Rally. Everybody else, you know what it is – Mitsubishi's disappointing performance in the

Indian market and their confusing and inconsistent marketing strategies. I mean, c'mon, they've got some really good cars out there. But why can't they release those cars on time here, and market it well, and price them better? Sure, there have been occasional sparks every now and then – the old Pajero SFX for example. But do you know how old that is? It's probably been around longer than The Simpsons. And they've gone and done the same thing again. The Mitsubishi Pajero

Sport, the newer version of the old Pajero SFX, is a great car, but it looks like it's come too late to our shores.

The Pajero Sport is the long due upgrade to the incredible but aging workhorse, the Pajero SFX. We had been waiting for it for ages. But the Indian market moved on to better and newer things as soon as they were offered. The Toyota Fortuner took over the market by storm, primarily because we had been waiting for a comfortable, reliable and butch looking SUV for a long time, and there was no one else to offer it. Now we have a fight on our



hands. The Pajero Sport, priced at ₹24,43,000 (ex showroom, Delhi), has just as much road presence as the Fortuner, but exudes way more quality than anyone else in this price segment, albeit at a couple lakhs more. It is great to look at, and every time I parked it, I couldn't help but notice how good it looked standing still. The interiors are well appointed and the quality of the materials is just outstanding. It felt good to run my hands over the seats, the dash and the wood trimmings. Not once does it make you feel like you've been short-changed.



The Pajero Sport features a 2.5ltr, turbocharged, diesel engine that produces 175 bhp @4000 rpm and 400Nm— enough to push you back into your seat as you step on the pedal, though you'll have to wait a bit. The fun doesn't start till 3500 rpm as the turbo doesn't kick in till then. But once it does, boy are you in for a good time. The car feels really planted even at high speeds, probably because it weighs as much as an elephant. And it shows too. And at the end of the month, when you calculate how much you've spent on fuel, I'd recommend you do it in the presence of a doctor. Heart attacks are known to strike



**TECHNICAL SPECIFICATIONS**

Engine	2.5L 16 Valve intercooled turbocharged DOHC common rail DI-D
Displacement	2477cc
Output	131kw/178bhp @ 4000rpm
Max. torque	400 Nm @ 2000 – 2500 rpm
Transmission	5-Speed MT
Tyre	265/65R17
Fuel Tank	70 litres

anyone over 35 you know! There's a bit of body roll while taking corners at high speeds, but that's normal in a car of this height and weight. The suspension seems to be set-up towards the firmer side but manages to keep you isolated from our friendly neighbourhood pothole.

I had a real good time with the Pajero Sport while it was with us, the only down side being the heavy fuel bills. I wish Mitsubishi could be a bit nimbler on their toes and firm up the lax attitude of their dealers. There's potential, but it's being lost.

