

# CHEAP THRILLS

MITSUBISHI PAJERO

NEXT MONTH:  
ROYAL ENFIELD  
BULLET

# STRONG INTENTIONS

The Mitsubishi Pajero is a dogged player

## WHY A PAJERO?

Plan to tackle a mountain and make it feel like a molehill? What better than to do it in a Pajero? Easily one of the most capable off-roaders around, the Pajero has been in the Indian market for nearly a decade. It is probably the only market to have it on offer, though not for long as the Sport has replaced it; the outgoing Pajero will stop rolling out from this September. Durable, no-nonsense and powered by an efficient diesel motor, the Pajero has carved a name for itself among the upwardly mobile in India. There's only one engine option, the 2.8-litre, 118 bhp, four-cylinder diesel engine mated to a five-speed gearbox.

## WHICH VERSION SHOULD YOU GO FOR?

Not that the Pajero changed much during its lifetime in India. Sometime, not long after it had entered the Indian market, Mitsubishi India offered it in a dual-tone paint scheme, badged the GLX. Later, a version badged the SFX with new dual-tone paint options was offered and

it is what continues to sell today. Pick up any of the versions, SFX or non-SFX, and you won't regret it.

There are quite a few Pajeros that are available that were imported into the country, mostly through grey channels. These include the three-door Pajero Pinins as well as those with the 3.2-litre motor.

## HOW MUCH SHOULD I PAY FOR ONE?

Used Pajeros aren't cheap because owners seem to hold on to them longer and since it never sold by the bucketload, it seems to be more of a seller's market. Depreciation rates are fairly slow. Two to three-year old Pajeros go for a rather steep ₹ 16 to 18 lakh, even if they've done 25,000-40,000 km on the clock. Older GLX models from 2002-03 with nearly 1,00,000 kilometres or more fetch a good ₹ 6 to 8 lakh. Even cars from the grey market don't seem to go any cheaper, so bargaining might be a toughie. **BSM**

## WHAT TO LOOK OUT FOR



Pajeros are generally bullet-proof cars, but sometimes, a few problems do pop-up. One of the main problems people face with these cars is with the clutches. It's not a consistent problem, but if you get a bad one, they do go out very quickly. This one's not a problem, per se, but every so often, the balancer shafts in the engine require alignment to keep from creating a racket. Other than that, there's not much else to go wrong, really. The model has been around for so long that any flaws have been ironed out along the way.

