

Service Manual

MONTERO

1992-1995

Volume 1

Chassis & Body

FOREWORD

This Service Manual has been prepared with the latest service information available at the time of publication. It is subdivided into various group categories and each section contains diagnosis, disassembly, repair, and installation procedures along with complete specifications and tightening references. Use of this manual will aid in properly performing any servicing necessary to maintain or restore the high levels of performance and reliability designed into these outstanding vehicles.



Mitsubishi Motors Corporation reserves the right to make changes in design or to make additions to or improvements in its products without imposing any obligations upon itself to install them on its products previously manufactured.

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NOTE: Electrical system information is contained in Volume 2 "Electrical" of this paired Service Manual. For overhaul procedures of engines or transmissions, refer to the separately issued Engine Service Manual or Manual/Automatic Transmission Service Manual.

WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

11000002

WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).**
- (2) If it is possible that the SRS components are subjected to heat over 93°C (200°F) in baking or in drying after painting, remove the SRS components (air bag module, SRS diagnosis unit, front impact sensors) beforehand.**
- (3) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.**
- (4) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS), before beginning any service or maintenance of any component of the SRS or any SRS-related component.**

NOTE

Section titles with the asterisks (*) in the table of contents in each group indicate operations requiring warnings.

GENERAL

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HOW TO USE THIS MANUAL

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MAINTENANCE, REPAIR AND SERVICING EXPLANATIONS

This manual provides explanations, etc. concerning procedures for the inspection, maintenance, repair and servicing of the subject model. Unless otherwise specified, each service procedure covers all models. Procedures covering specific models are identified by the model codes, or similar designation (engine type, transaxle type, etc.). A description of these designations is covered in this manual under "VEHICLE IDENTIFICATION".

SERVICE ADJUSTMENT PROCEDURES

"Service adjustment procedures" are procedures for performing inspections and adjustments of particularly important locations with regard to the construction and for maintenance and servicing, but other inspections (for looseness, play, cracking, damage, etc.) must also be performed.

SERVICE PROCEDURES

The service steps are arranged in numerical order and attention must to be paid in performing vehicle service are described in detail in SERVICE POINTS.

TERMS DEFINITION

STANDARD VALUE

Indicates the value used as the standard for judging the quality of a part or assembly on inspection or the value to which the part or assembly is corrected and adjusted. It is given by tolerance.

LIMIT

Shows the standard for judging the quality of a part or assembly on inspection and means the maximum or minimum value within which the part or

assembly must be kept functionally or in strength. It is a value established outside the range of standard value.

REFERENCE VALUE

Indicates the adjustment value prior to starting the work (presented in order to facilitate assembly and adjustment procedures, and so they can be completed in a shorter time).

CAUTION

Indicates the presentation of information particularly vital to the worker during the performance of maintenance and servicing procedures in order to avoid the possibility of injury to the worker, or damage to component parts, or a reduction of component or vehicle function or performance, etc.

TIGHTENING TORQUE INDICATION

The tightening torque shown in this manual is a basic value with a tolerance of + 10% except the following cases when the upper and lower limits of tightening torque are given.

- (1) The tolerance of the basic value is within + 10%.
- (2) Special bolts or the like are in use.
- (3) Special tightening methods are used.

SPECIAL TOOL NOTE

Only MMC special tool part numbers are called out in the repair sections of this manual. Please refer to the special tool cross reference chart, which is located in the service manual at the beginning of each group, for a cross reference from the MMC special tool number to the special tool number that is available in your market.

MODEL INDICATIONS

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

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

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

MFI: Indicates multiport fuel injection, or engines equipped with multiport fuel injection.

A/C: Indicates air conditioning.

3.0L Engine: Indicates the 3.0 dm³ (181.3 cu.in.) <6G72> engine, or a model equipped with such an engine.

3.5L Engine: Indicates the 3.5 dm³ (213.4 cu.in.) <6G74> engine, or a model equipped with such an engine.

EXPLANATION OF MANUAL CONTENTS

11000006

Indicates procedures to be performed before the work in that section is started, and procedures to be performed after the work in that section is finished.

Component Diagram

A diagram of the component parts is provided near the front of each section in order to give the reader a better understanding of the installed condition of component parts.

Indicates (by symbols) where lubrication is necessary.

Maintenance and Servicing Procedures

The numbers provided within the diagram indicate the sequence for maintenance and servicing procedures.

- **Removal steps :**
The part designation number corresponds to the number in the illustration to indicate removal steps.
- **Disassembly steps :**
The part designation number corresponds to the number in the illustration to indicate disassembly steps.

- **Installation steps :**
Specified in case installation is impossible in reverse order of removal steps. Omitted if installation is possible in reverse order of removal steps.
- **Reassembly steps :**
Specified in case reassembly is impossible in reverse order of disassembly steps. Omitted if reassembly is possible in reverse order of disassembly steps.

Classifications of Major Maintenance / Service points






When there are major points relative to maintenance and servicing procedures (such as essential maintenance and service points, maintenance and service standard values, information regarding the use of special tools, etc.), these are arranged together as major maintenance and service points and explained in detail.

◀A▶ : Indicates that there are essential points for removal or disassembly.

▶A◀ : Indicates that there are essential points for installation or reassembly.

Symbols for Lubrication, Sealants and Adhesives

Information concerning the locations for lubrication and for application of sealants and adhesives is provided, by using symbols, in the diagram of component parts or on the page following the component parts page, and explained.

-  : Grease
(multipurpose grease unless there is a brand or type specified)
-  : Sealant or adhesive
-  : Brake fluid or automatic transmission fluid
-  : Engine oil, gear oil or air conditioner compressor oil
-  : Adhesive tape or butyl rubber tape

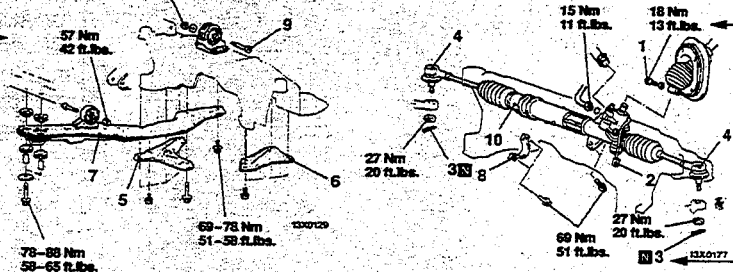
Indicates the group title. Indicates the section title. Indicates the group number. Indicates the page number.

STEERING – Power Steering Gear Box 37A-23

**POWER STEERING GEAR BOX
REMOVAL AND INSTALLATION**

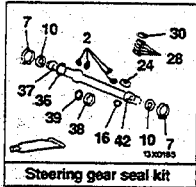
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Pre-removal Operation
 • Power Steering Fluid Draining (Refer to P.37A-15.)
 • Stabilizer Bar Removal (Refer to GROUP 33A – Stabilizer Bar)



Denotes tightening torque.

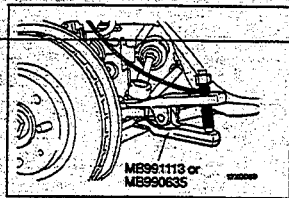
Denotes non-reusable part.



Repair kit or set parts are shown. (Only very frequently used parts are shown.)

Removal steps

1. Joint assembly and gear box connecting bolt
2. Solenoid valve connector <Vehicles with EPS>
3. Cotter pin
4. Connection for tie-rod end and knuckle
5. Stay (L.H.)
6. Stay (R.H.)
7. Center member assembly
8. Clamp
9. Bolt
10. Gear box assembly

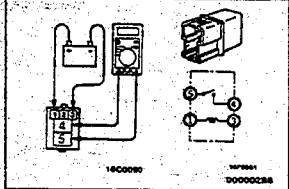


REMOVAL SERVICE POINTS
 ◀▶ TIE-ROD END DISCONNECTION

- Caution**
1. Be sure to tie the cord of the special tool to the nearby part.
 2. Loosen the nut but do not remove it.

Operating procedures, cautions, etc. on removal, installation, disassembly and reassembly are described.

FOG LIGHT RELAY CONTINUITY CHECK



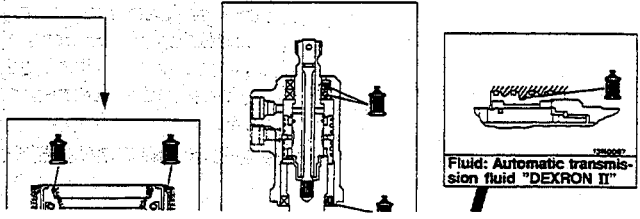
Battery voltage	Terminal			
	1	3	4	5
Power is not supplied	○ — ○	○ — ○		
Power is supplied	⊕ — ⊖	⊕ — ⊖	○ — ○	○ — ○

○ — ○ indicates that there is continuity between the terminals.
 ⊕ — ⊖ indicates terminals to which battery voltage is applied.

37A-28 STEERING – Power Steering Gear Box

LUBRICATION AND SEALING POINTS

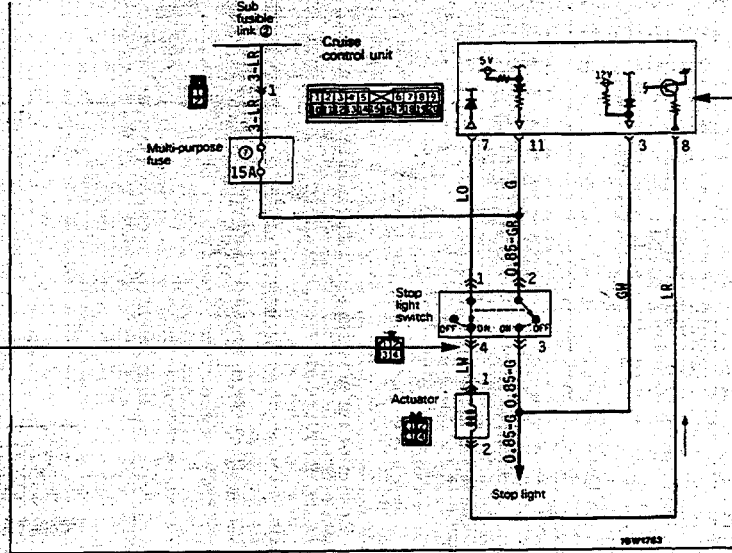
<Conventional power steering gear box>



The title of the page (following the page on which the diagram of Component parts is presented) indicating the locations of lubrication and sealing procedures.

EXPLANATION OF THE TROUBLESHOOTING GUIDE

6-1. CHECKING THE STOP LIGHT SWITCH CIRCUIT



Indicates a connector terminal number.

Indicates the circuit diagram for checking (including the interface of the air conditioning control module).

Provides the necessary description of circuit operation for basic understanding.

Description of operation

When the brake pedal is depressed during constant-speed travel, the stop light switch's (NC) contacts for the cruise-control system open, with the result that the current to the electromagnetic clutch of the actuator is interrupted, thus cancelling the constant-speed travel. At the same time, moreover, the closing of the

(NO) contacts for the stop light switch results in the sending of the cancel signal to the control unit, so that the actuator's electromagnetic clutch current is discontinued within the control unit, thereby cancelling the constant-speed travel. The flow of current is from the battery to the stop light switch, and the control unit.

Provides hints (including standards for judgement) when troubleshooting procedures are followed.

Troubleshooting hint

Diagnosis No. 16 (automatically cancelled)
Auto-cruise control unit terminal voltage

Indicates the check to be made.

Terminal No.	Signal	Conditions	Terminal voltage
3	Stop light switch (load side)	When the brake pedal is depressed When the brake pedal is not depressed	12V 0V
11	Stop light switch (power supply side)	At all times	12V

Indicates the diagnosis output code No. and the system conditions during output.

Indicates the terminals to be checked.

Indicates the conditions under which the check should be made.

Indicates the specification to be used for judgement of the check results. If there is no particular mention of conditions in the "Conditions" column, the column shows the specifications under normal conditions.

HOW TO USE TROUBLESHOOTING/INSPECTION SERVICE POINTS

110000008

Troubleshooting of electronic control systems for which the scan tool can be used follows the basic outline described below. Furthermore, even in systems for which the scan tool cannot be used, part of these systems still follow this outline.

TROUBLESHOOTING CONTENTS

1. STANDARD FLOW OF DIAGNOSTIC TROUBLESHOOTING

The main procedures for diagnostic troubleshooting are shown.

2. SYSTEM OPERATION AND SYMPTOM VERIFICATION TESTS

If verification of the trouble symptoms is difficult, procedures for checking operation and verifying trouble symptoms are shown.

3. DIAGNOSTIC FUNCTION

The following diagnostic functions are shown.

- Method of reading diagnostic trouble codes
- Method of erasing diagnostic trouble codes
- Input inspection service points

4. INSPECTION CHART FOR DIAGNOSTIC TROUBLE CODES

5. INSPECTION PROCEDURE FOR DIAGNOSTIC TROUBLE CODES

Indicates the inspection procedures corresponding to each diagnostic trouble code. (Refer to the next page on how to read the inspection procedures.)

6. INSPECTION CHART FOR TROUBLE SYMPTOMS

If there are trouble symptoms, even though the results of inspection using the scan tool show that all diagnostic trouble codes are normal, inspection procedures for each trouble symptom will be found by means of this chart.

7. INSPECTION PROCEDURE FOR DIAGNOSTIC SYMPTOM

Indicates the inspection procedures corresponding to each trouble symptoms classified in the Inspection Chart for Trouble Symptoms. (Refer to the next page on how to read the inspection procedures.)

8. SERVICE DATA REFERENCE TABLE

Inspection items and normal judgement values have been provided in this chart as reference information.

9. CHECK AT ECU TERMINALS

Terminal numbers for the ECU connectors, inspection items and standard values have been provided in this chart as reference information.

Terminal Voltage Checks

1. Connect a needle-nosed wire probe or paper clip to a voltmeter probe.
2. Insert the needle-nosed wire probe into each of the ECU connector terminals from the wire side, and measure the voltage while referring to the check chart.

NOTE

1. Measure voltage with the ECU connectors connected.
2. You may find it convenient to pull out the ECU to make it easier to reach the connector terminals.
3. Checks don't have to be carried out in the order given in the chart.

Caution

Short-circuiting the positive (+) probe between a connector terminal and ground could damage the vehicle wiring, the sensor, the ECU, or all three.

Use care to prevent this !

3. If voltage readings differ from Normal Condition values, check related sensors, actuators, and wiring, then replace or repair.
4. After repair or replacement, recheck with the voltmeter to confirm that the repair has corrected the problem.

Terminal Resistance and Continuity Checks

1. Turn the ignition switch to off.
2. Disconnect the ECU connector.
3. Measure the resistance and check for continuity between the terminals of the ECU harness-side connector while referring to the check chart.

NOTE

Checks don't have to be carried out in the order given in the chart.

Caution

If resistance and continuity checks are performed on the wrong terminals, damage to the vehicle wiring, sensors, ECU, and/or ohmmeter may occur.

Use care to prevent this!

4. If the ohmmeter shows any deviation from the Normal Condition value, check the corresponding sensor, actuator and related electrical wiring, then repair or replace.
5. After repair or replacement, recheck with the ohmmeter to confirm that the repair has corrected the problem.

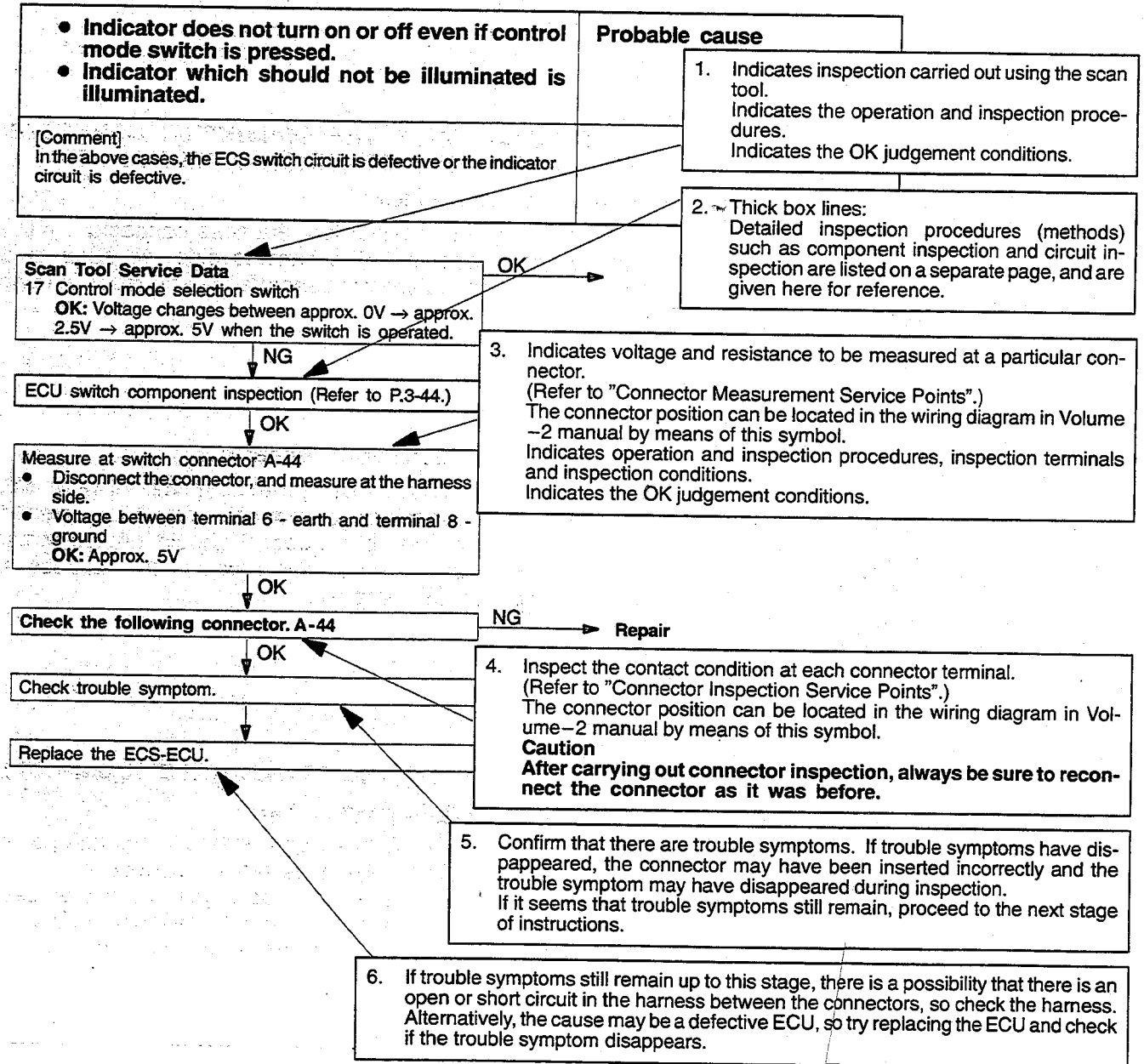
10. INSPECTION PROCEDURES USING AN OSCILLOSCOPE

When there are inspection procedures using an oscilloscope, these are listed here.

HOW TO USE THE INSPECTION PROCEDURES

The causes of a high frequency of problems occurring in electronic circuitry are generally the connectors, components, the ECU and the harnesses between connectors, in that order. These inspection procedures follow this order, and they first try to discover a problem with a connector or a defective component.

CHECKING PROCEDURE 4



HARNESS INSPECTION

Check for an open or short circuit in the harness between the terminals which were defective according to the connector measurements. Carry out this inspection while referring to Volume 2 Electrical manual. Here, "Check harness between power supply and terminal xx" also includes checking for blown fuses. For inspection service points when there is a blown fuse, refer to "Inspection Service Points for a Blown Fuse."

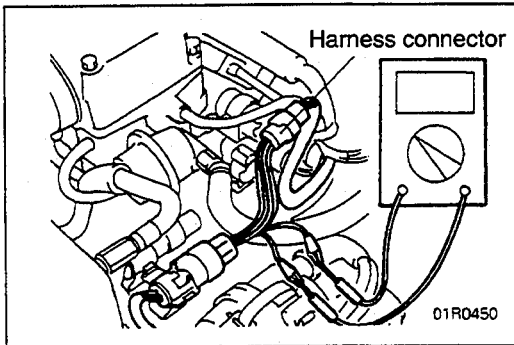
MEASURES TO TAKE AFTER REPLACING THE ECU

If the trouble symptoms have not disappeared even after replacing the ECU, repeat the inspection procedure from the beginning.

CONNECTOR MEASUREMENT SERVICE POINTS

110000010

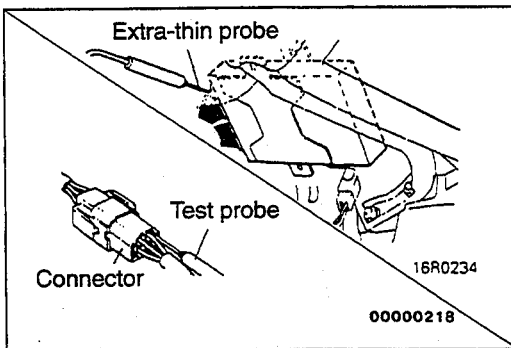
Turn the ignition switch to OFF when connecting and disconnecting the connectors, and turn the ignition switch to ON when measuring if there are no instructions to the contrary.



IF INSPECTING WITH THE CONNECTOR CONNECTED (WITH CIRCUIT IN A CONDITION OF CONTINUITY)

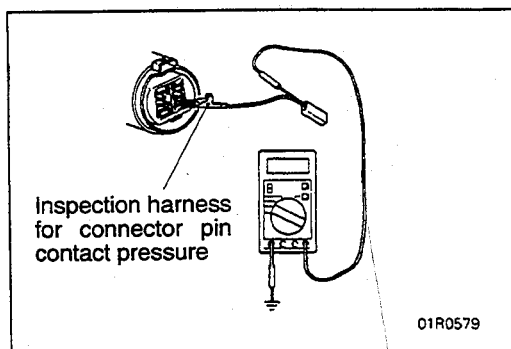
Waterproof Connectors

Be sure to use the special tool (harness connector). Never insert a test probe from the harness side, because to do so will reduce the waterproof performance and result in corrosion.



Ordinary (non-waterproof) Connectors

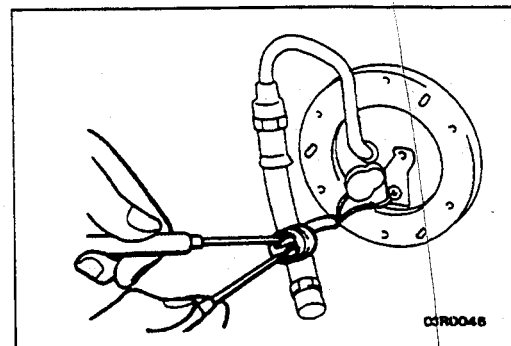
Check by inserting the test probe from the harness side. Note that if the connector (control unit, etc.) is too small to permit insertion of the test probe, it should not be forced; use a special tool (the extra-thin probe in the harness set for checking) for this purpose.



IF INSPECTING WITH THE CONNECTOR DISCONNECTED

<When Inspecting a Female Pin>

Use the special tool (inspection harness for connector pin contact pressure in the harness set for inspection). The inspection harness for connector pin contact pressure should be used. The test probe should never be forcibly inserted, as it may cause a defective contact.



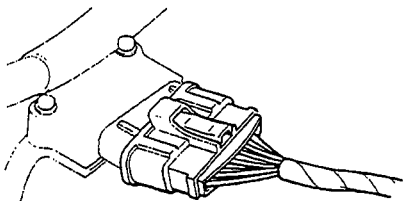
<When Inspecting a Male Pin>

Touch the pin directly with the test bar.

Caution

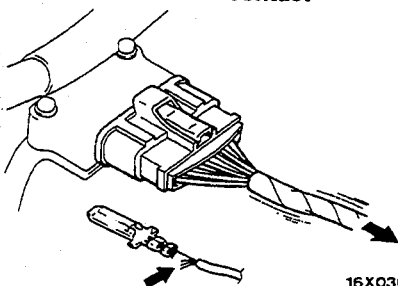
At this time, be careful not to short the connector pins with the test probes. To do so may damage the circuits inside the ECU.

Connector disconnected or improperly connected



16S0256

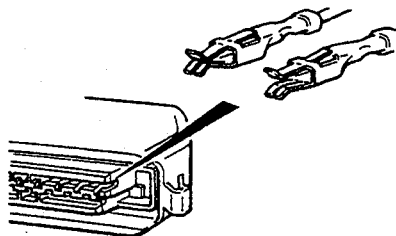
Defective connector contact



16X0369

Harness wire breakage at terminal section

Low contact pressure



16S0254
00000219

CONNECTOR INSPECTION SERVICE POINTS

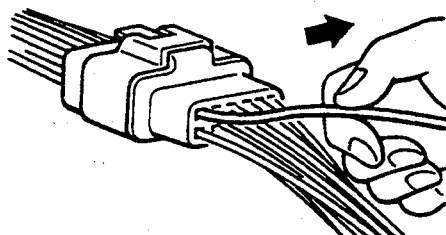
110000011

VISUAL INSPECTION

- Connector is disconnected or improperly connected
- Connector pins are pulled out
- Due to harness tension at terminal section
- Low contact pressure between male and female terminals
- Low connection pressure due to rusted terminals or foreign matter lodged in terminals

CONNECTOR PIN INSPECTION

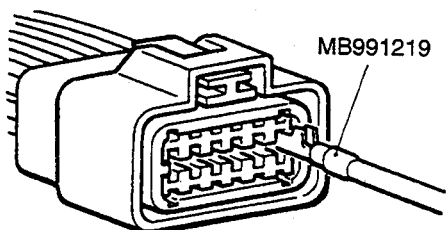
If the connector pin stopper is damaged, the terminal connections (male and female pins) will not be perfect even when the connector body is connected, because the pins may pull out of the back side of the connector. Therefore, gently pull the wires one by one to make sure that no pins pull out of the connector.



16R1317

CONNECTOR ENGAGEMENT INSPECTION

Use the special tool (connector pin connection pressure inspection harness of the inspection harness set) to inspect the engagement of the male pins and female pins. [Pin drawing force : 1 N (.2 lbs.) or more]



MB991219

16R1318

HOW TO COPE WITH INTERMITTENT MALFUNCTIONS

110000012

Most intermittent malfunctions occur under certain conditions. If those conditions can be identified, the cause will be easier to find.

TO COPE WITH INTERMITTENT MALFUNCTION;**1. Ask the customer about the malfunction**

Ask what it feels like, what it sounds like, etc. Then ask about driving conditions, weather, frequency of occurrence, and so on.

2. Determine the conditions from the customer's responses

Typically, almost all intermittent malfunctions occur from conditions like vibration, temperature and/or moisture change, poor connections. From the customer's replies, it should be reasoned which condition is influenced.

3. Use simulation test

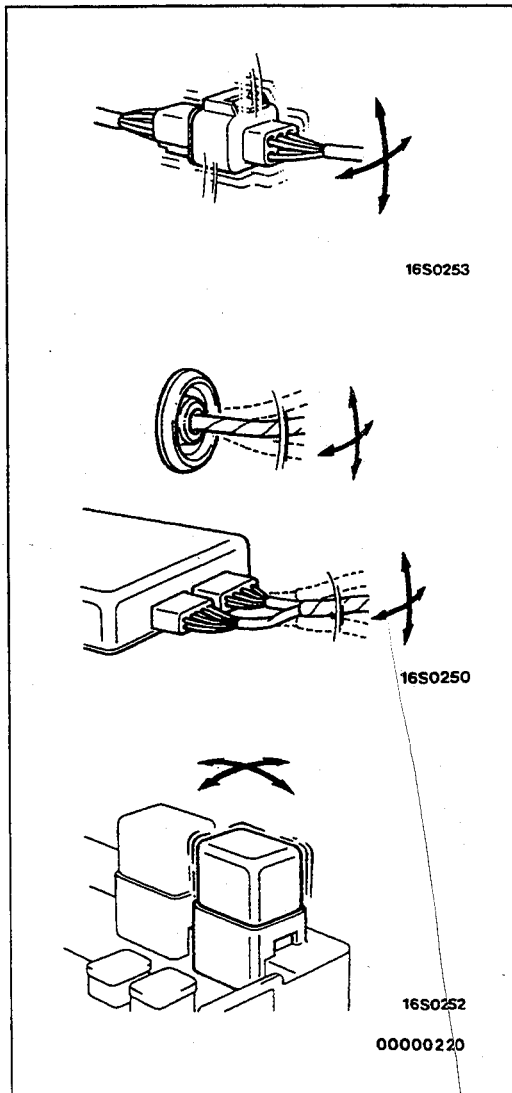
In the cases of vibration or poor connections, use the simulation tests below to attempt to

duplicate the customer's complaint. Determine the most likely circuit(s) and perform the simulation tests on the connectors and parts of that circuit(s). Be sure to use the inspection procedures provided for diagnostic trouble codes and trouble symptoms.

For temperature and/or moisture conditions related intermittent malfunctions, using common sense, try to change the conditions of the suspected circuit components, then use the simulation tests below.

4. Verify the intermittent malfunction is eliminated

Repair the malfunctioning part and try to duplicate the condition(s) again to verify the intermittent malfunction has been eliminated.

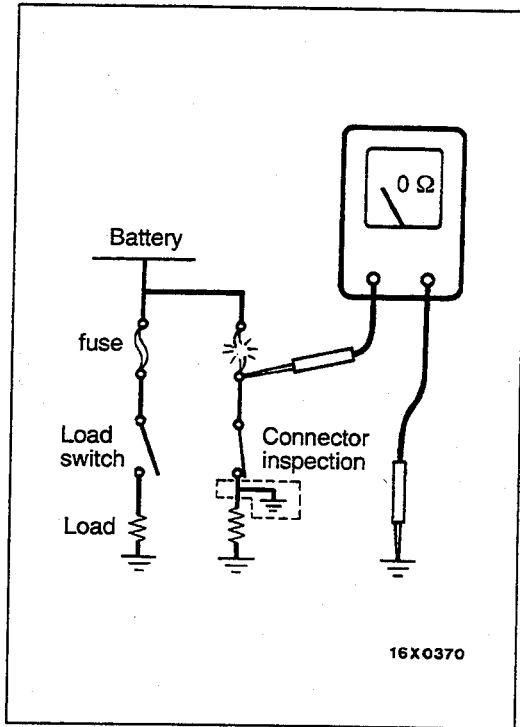
**SIMULATION TESTS**

For these simulation tests, shake, then gently bend, pull, and twist the wiring of each of these examples to duplicate the intermittent malfunction.

- Shake the connector up-and-down, and right-and-left.
- Shake the wiring harness up-and-down, and right-and-left.
- Vibrate the part or sensor.

NOTE

In case of difficulty in finding the cause of the intermittent malfunction, the data recorder function in the scan tool is effective.

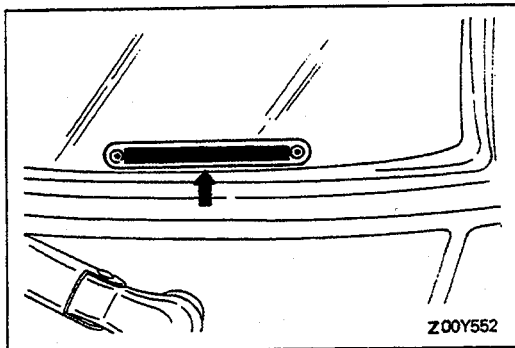


INSPECTION SERVICE POINTS FOR A BLOWN FUSE

Remove the fuse and measure the resistance between the load side of the fuse and ground. Set the switches of all circuits which are connected to this fuse to a condition of continuity. If the resistance is almost 0 Ω at this time, there is a short somewhere between these switches and the load. If the resistance is not 0 Ω, there is no short at the present time, but a momentary short has probably caused the fuse to blow.

The main causes of a short circuit are the following.

- Harness being clamped by the vehicle body
- Damage to the outer casing of the harness due to wear or heat
- Water getting into the connector or circuitry
- Human error (mistakenly shorting a circuit, etc.)

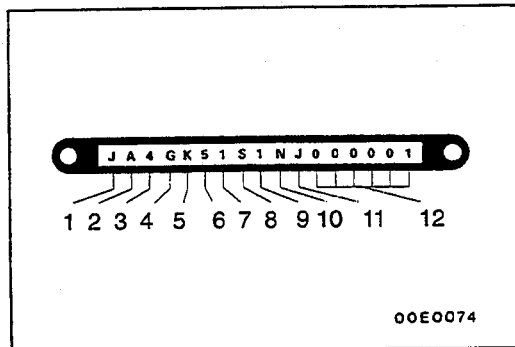


VEHICLE IDENTIFICATION

110005036

VEHICLE IDENTIFICATION NUMBER LOCATION

The vehicle identification number (V.I.N.) is located on a plate attached to the left top side of the instrument panel.



VEHICLE IDENTIFICATION CODE CHART PLATE

110005037

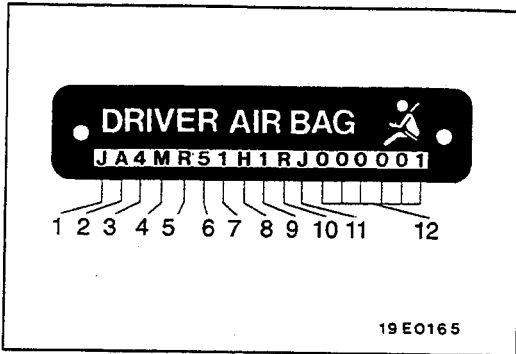
All vehicle identification numbers contain 17 digits. The vehicle number is a code which tells country, make, vehicle type, etc.

<UP TO 1993 MODELS>

No.	Items	Contents
1	Country	J; Japan
2	Make	A; Mitsubishi
3	Vehicle type	4; Multi-purpose vehicle
4	Others	G: 5001–6000lbs. and with hydraulic brakes (Build up to 1992)
4	Others	M: 5001–6000 lbs. and with hydraulic brakes (Build from 1993)
5	Line	K; MONTERO (Build up to 1992) R; MONTERO (Build from 1993)
6	Price class	3; Medium 4; High 5; Premium
7	Body	1; 5-door wagon
8	Engine	S; 3.0dm ³ (181.3 cu.in.) (Built up to 1992 models) H; 3.0dm ³ (181.3 cu.in.) (Built from 1993 models)
9	Check digits *	0, 1, 2, 3, 9, X
10	Model year	N; 1992year P; 1993year
11	Plant	J; Nagoya – 3
12	Serial number	000001 to 999999

NOTE

* Check digit means a single number or letter X used to verify the accuracy of transcription of vehicle identification number.



<1994 MODELS AND AFTER>

No.	Items	Contents
1	Country	J; Japan
2	Make	A; Mitsubishi
3	Vehicle type	4; Multi-purpose vehicle
4	Others	M: 5001– 6000lbs. and with hydraulic brakes
5	Line	R; MONTERO
6	Price class	3; Medium
		4; High
		5; Premium
7	Body	1; 5-door wagon
8	Engine	H; 3.0dm ³ (181.3 cu.in.)
		M; 3.5dm ³ (213.4 cu.in.)
9	Check digits *	0, 1, 2, 3, 9, X
10	Model year	R; 1994year
		S; 1995year
11	Plant	J; Nagoya – 3
12	Serial number	000001 to 999999

NOTE

* Check digit means a single number or letter X used to verify the accuracy of transcription of vehicle identification number.

VEHICLE IDENTIFICATION NUMBER LIST

110005038

<1992 MODELS>

FEDERAL

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4GK31S□NJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43VNDEL2M
			V43VRDEL2M
			V43WNDEL2M
V43WRDEL2M			
JA4GK41S□NJ			V43WNHEL2M
V43WRHEL2M			
JA4GK51S□NJ	V43WGRXEL2M		

CALIFORNIA (Can also be sold in Federal states.)

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4GK31S□NJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43VNDEL7M
			V43VRDEL7M
			V43WNDEL7M
V43WRDEL7M			
JA4GK41S□NJ			V43WNHEL7M
V43WRHEL7M			
JA4GK51S□NJ	V43WGRXEL7M		

<1993 MODELS>

FEDERAL

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4MR31H□PJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43VNDEL2M
			V43VRDEL2M
			V43WNDEL2M
			V43WRDEL2M
JA4MR41H□PJ			V43WNHEL2M
JA4MR51H□PJ			V43WRHEL2M
			V43WGRXEL2M

CALIFORNIA (Can also be sold in Federal states.)

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4MR31H□PJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43VNDEL7M
			V43VRDEL7M
			V43WNDEL7M
			V43WRDEL7M
JA4MR41H□PJ			V43WNHEL7M
JA4MR51H□PJ			V43WRHEL7M
			V43WGRXEL7M

<1994 MODELS>

FEDERAL

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4MR31H□RJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43WNDEL2M
			V43WRDEL2M
JA4MR41H□RJ			V43WNHEL2M
			V43WRHEL2M
JA4MR51H□RJ		V43WGRXEL2M	
JA4MR51M□RJ		3,497 cm ³ (213.4 cu.in.)	V45WGRXML2M

CALIFORNIA (Can also be sold in Federal states.)

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4MR31H□RJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43WNDEL7M
			V43WRDEL7M
JA4MR41H□RJ			V43WNHEL7M
			V43WRHEL7M
JA4MR51H□RJ		V43WGRXEL7M	
JA4MR51M□RJ		3,497 cm ³ (213.4 cu.in.)	V45WGRXML7M

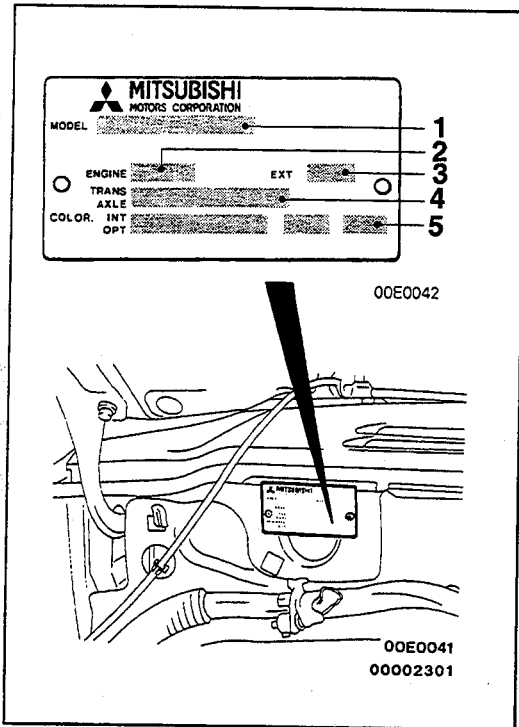
<1995 MODELS>

FEDERAL

V.I.N. (except sequence number)	Brand	Engine displacement	Model code
JA4MR31H□SJ	MITSUBISHI MONTERO	2,972cm ³ (181.3 cu.in.)	V43WNDEL2M
			V43WRDEL2M
JA4MR41H□SJ			V43WNHVL2M
			V43WRHVL2M
			V43WRHEL2M
JA4MR51H□SJ		V43WGRXEL2M	
JA4MR51M□SJ		3,497 cm ³ (213.4 cu.in.)	V45WGRXML2M

CALIFORNIA

V.I.N.(except sequence number)	Brand	Engine displacement	Model code
JA4MR41H□SJ	MITSUBISHI MONTERO	2,972 cm ³ (181.3 cu.in.)	V43WNHVL7M
			V43WRHVL7M
JA4MR51M□SJ		3,497 cm ³ (213.4 cu.in.)	V45WGRXML7M



VEHICLE INFORMATION CODE PLATE

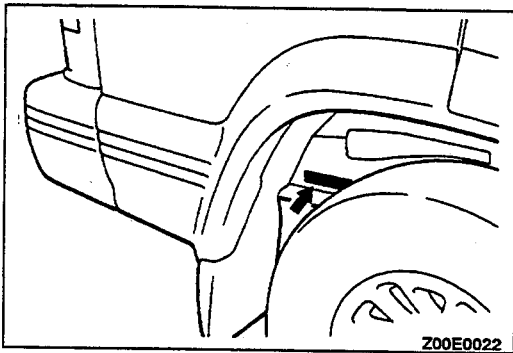
110005039

The vehicle information code plate is riveted onto the cowl top outer panel in the engine compartment.

The plate shows model code, engine model, transmission model and body color code.

No.	Items	Contents	
1	MODEL	V43WG	V43WG; Vehicle model
		RXEL2M	RXEL2M; Model series
2	ENGINE	6G72	Engine model
3	EXT	CA6A	Exterior code
4	TRANS AXLE	V4AW2	V4AW2; Transmission model
		4875	4875; Rear differential reduction
5	COLOR, INT OPT	R25	R25; Body color code
		87V	87V; Interior code
		03V	03V; Equipment code

For monotone color vehicles, the body color code shall be indicated. For two-tone or three-way two-tone vehicles, each color code only shall be indicated in series.



CHASSIS NUMBER

110005040

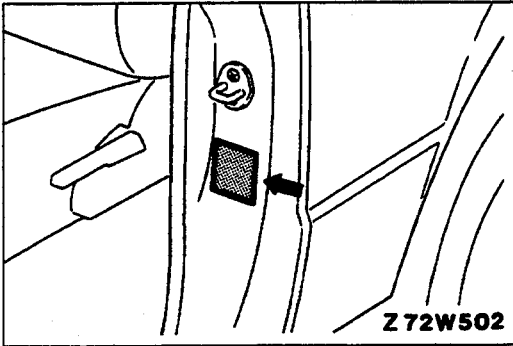
STAMPING LOCATION

The chassis number is stamped on the side of the frame near the right rear wheel.

CHASSIS NUMBER CODE CHART

Chassis number code	Contents	
V43W NJ000001	V43; Vehicle line	V43; MONTERO (3.0dm ³ Engine)
		V45; MONTERO (3.5dm ³ Engine)
	W; Body type	V; Van
		W; Wagon
NJ000001; Refer to 10th thru 17th digits of V.I.N. plate		

TSB Revision

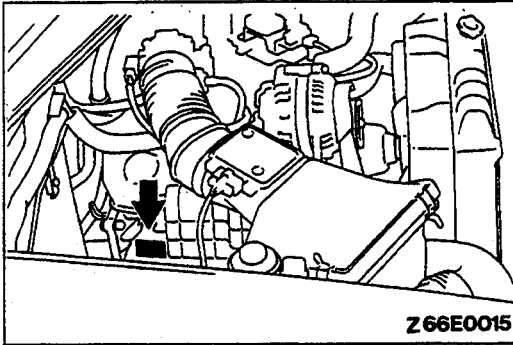


VEHICLE SAFETY CERTIFICATION LABEL

110005041

The vehicle safety certification label is attached to the face of the left door pillar.

This label indicates the month and year of manufacture, Gross Vehicle Weight Rating (G.V.W.R.), front and rear Gross Axle Weight Rating (G.A.W.R.), and Vehicle Identification Number (V.I.N.).



ENGINE MODEL STAMPING

110005042

The engine model is stamped at the right rear of the top of the cylinder block.

These engine model numbers are as shown as follows.

Engine model	Engine displacement
6G72 <3.0L engine>	2,972 cm ³ (181.3 cu.in.)
6G74 <3.5L engine>	3,497 cm ³ (213.4 cu.in.)

The engine serial number is stamped near the engine model number.