

1984

CONQUEST



IMPORTED FOR PLYMOUTH. BUILT BY MITSUBISHI MOTORS CORPORATION.

CONQUEST. IMPORTED FOR PLYMOUTH. AT YOUR COMMAND.

Strap yourself into performance and take a grand tour to the limits of automotive technology.

In Conquest. Imported for Plymouth. Designed and built by Japan's Mitsubishi Motors Corporation for

the sports car enthusiast, Conquest is a statement of your refined preferences for advanced engineering and contemporary styling.

Conquest's response-on-demand turbocharged engine, the proven

2.6-liter overhead cam Silent Shaft MCA-JET, delivers dependability, plus performance.

Engine performance is optimized by ECI, Conquest's Electronically Controlled Fuel Injection system. ECI's

microcomputer monitors engine systems, and determines and regulates the precise amount of fuel the engine needs for top performance and efficiency.

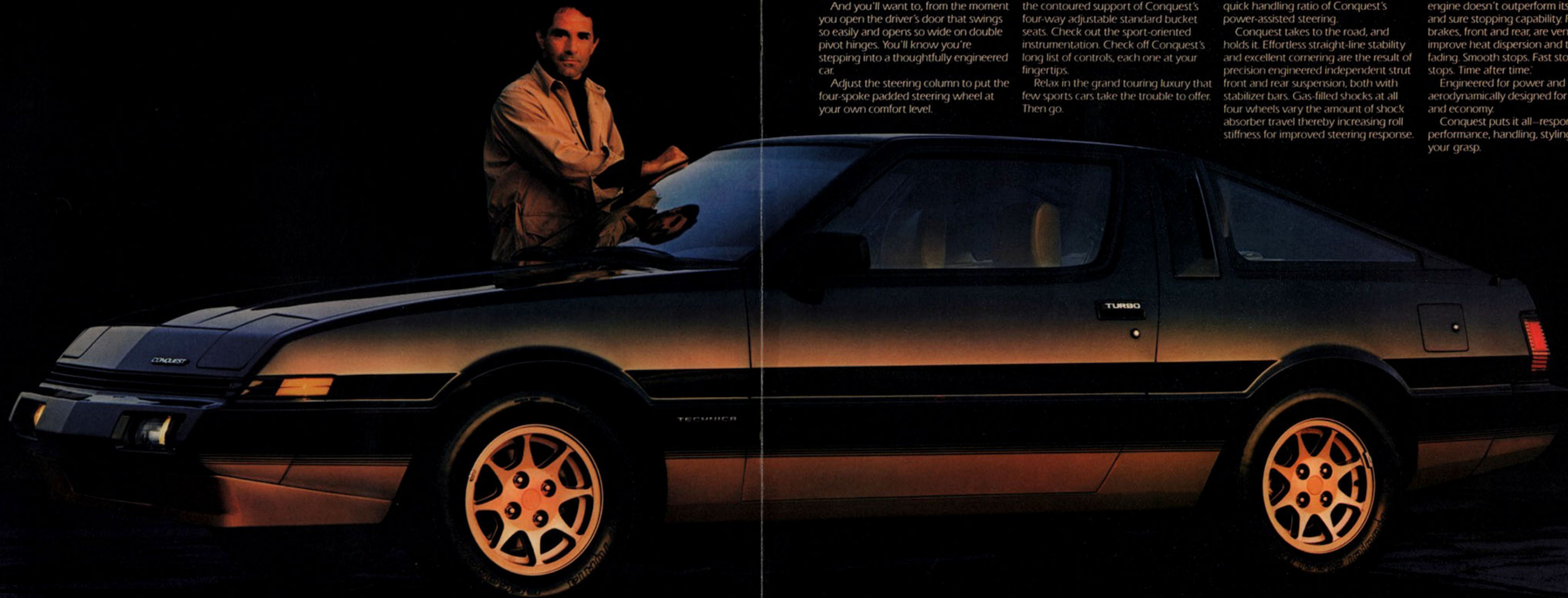


Conquest's standard instrument panel.

About this catalog. We have tried to make this catalog as complete as possible, and we hope you will find it useful. However, since the time of printing, some of the information you'll find here may have been updated. Your dealer has details, and you should ask him for current information before ordering.

Some of the equipment shown or described throughout this catalog is available at extra cost.

CONQUER THE ROAD. CAPTURE THE FEELING.



Conquest. You can handle it.

And you'll want to, from the moment you open the driver's door that swings so easily and opens so wide on double pivot hinges. You'll know you're stepping into a thoughtfully engineered car.

Adjust the steering column to put the four-spoke padded steering wheel at your own comfort level.

Before you rev up, settle down. Into the contoured support of Conquest's four-way adjustable standard bucket seats. Check out the sport-oriented instrumentation. Check off Conquest's long list of controls, each one at your fingertips.

Relax in the grand touring luxury that few sports cars take the trouble to offer. Then go.

Precision driving begins with the quick handling ratio of Conquest's power-assisted steering.

Conquest takes to the road, and holds it. Effortless straight-line stability and excellent cornering are the result of precision engineered independent strut front and rear suspension, both with stabilizer bars. Gas-filled shocks at all four wheels vary the amount of shock absorber travel thereby increasing roll stiffness for improved steering response.

But even Conquest's powerful turbo engine doesn't outperform its straight and sure stopping capability. Power disc brakes, front and rear, are ventilated to improve heat dispersion and to resist fading. Smooth stops. Fast stops. Safe stops. Time after time.

Engineered for power and handling, aerodynamically designed for beauty... and economy.

Conquest puts it all—response, performance, handling, styling—within your grasp.

Conquest shown in Black/Gold Metallic, with optional Technica Package.

Driver, start your turbo. Rev up the power plant and watch the standard tachometer total up the response.

Ease onto the road and open up. Zero to 50 in 5.99 seconds! Feel tight-as-your-fist shifting through the four manual power gears to highway-overdrive fifth, with a ratio of 0.856:1.

Keep an eye on the instruments. At about 2,000 rpm, the boost meter will show you the turbo has kicked in. You'll feel only the smooth acceleration. When the tach hits 5,000, the engine is turning out 145 hp.

As the driving 14-inch by 6-inch standard cast aluminum wheels propel you into twilight, pop open the concealed halogen headlamps and slice through the night.

Performance. Comfort. And a host of standard features that enhances both. Conquest puts you on the road again. ¹N.H.R.A. Test Results 6/27/83.



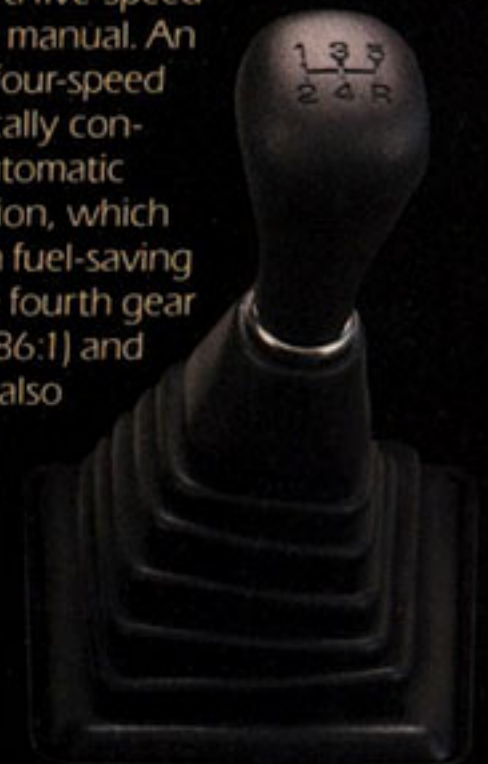
Available optionally as part of the Technica Package is the electronic instrument panel featuring turbo boost meter, digital speedometer, electronic tachometer and warning light cluster. A Voice Alert System is also part of the Technica Package.



Right and Below. Conquest shown in Silver/Charcoal Metallic two-tone with optional 15-inch wheels.



Conquest's standard transmission is a five-speed overdrive manual. An optional four-speed electronically controlled automatic transmission, which features a fuel-saving overdrive fourth gear ratio (0.686:1) and lockup is also available.



MITSUBISHI MOTORS CORPORATION ENGINEERING, IN THE JAPANESE TRADITION.

Mitsubishi Motors Corporation has been building cars—and a tradition of engineering excellence—for more than 60 years.

That tradition of excellence has grown into the Japanese automaker's reputation as a builder of quality products that incorporate the most advanced automotive technology.

Conquest, imported for Plymouth, is the culmination of the Mitsubishi Motors Corporation's long-term commitment to quality, value, efficiency and innovation.

Neither traditions nor fine automobiles come into being quickly. The 1984

Conquest is no exception. Conquest is the end product of a careful design and engineering process that combined computer-age technology, sophisticated manufacturing techniques such as robot welding, and exhaustive road testing over courses that simulate conditions all over the world.

Conquest's TC05 turbocharger, provided by Mitsubishi Heavy Industries, supplies a powerful boost and added performance to a power plant that was already a model of efficiency—the 2.6-liter MCA-JET overhead cam Silent Shaft engine.

And that's not the only improvement to this outstanding power plant. The 1984 Conquest features an Electronically Controlled Fuel Injection (ECI) system that measures airflow with precision, providing immediate acceleration and thus eliminating wide airflow measurement variations which can cause throttle hesitation. The ECI system also contains a knock sensor which in connection with a boost sensor electronically controls ignition timing.

The MCA-JET features a cylinder head design with an extra "jet" valve that creates a swirling, lean fuel/air

mixture for more even combustion. The cylinder head has been designed to keep the compression ratio at a constant 7.0 to 1. The result is better fuel efficiency, increased performance and cleaner exhaust.

The Silent Shaft feature uses counterbalancing shafts that rotate in opposite directions, virtually eliminating the vibration and noise common in conventional large displacement four-cylinder engines and approaching the smoothness of a V-8.

2.6-liter, four-cylinder MCA-JET turbocharged engine with electronically controlled fuel injection

TC05 turbocharger built by Mitsubishi Heavy Industries

Power recirculating ball steering with quick-handling [14.3:1] ratio (3.0-wheel turns, lock-to-lock)

Front independent MacPherson strut suspension with stabilizer bar and gas-filled shocks

Front ventilated power disc brakes—9.92-inch diameter

Fog lamps integrated in front bumper

Black sill molding and blackout paint on front fender/airdam, sill and quarter panel

Electronically operated rear window defroster
19.8-gallon fuel tank



Optical horn

Concealed halogen headlamps

Cast aluminum 14-inch by 6-inch wheels with steel-belted radial black sidewall tires with an "H" (high-speed) rating

Tinted glass, all around

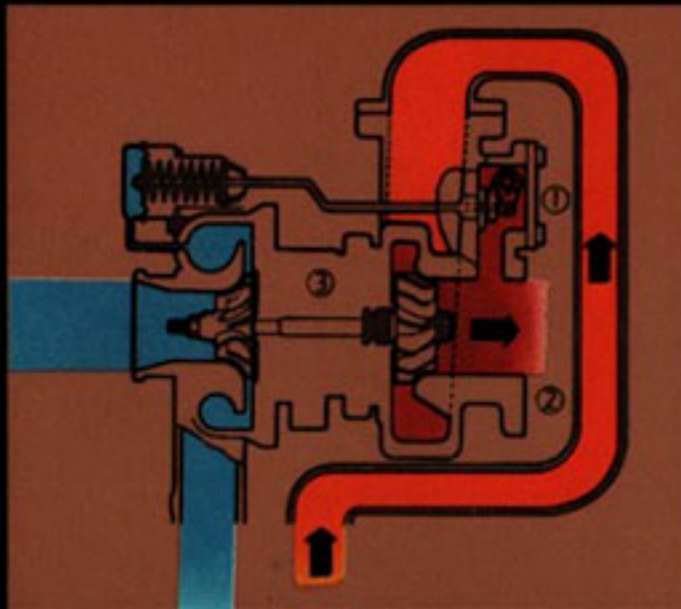
Five-speed overdrive manual transmission

Dual electronically controlled remote outside mirrors

Console with center armrest and storage compartment

Rear independent coil spring suspension with 16mm stabilizer bar and gas-filled shocks

Rear ventilated power disc brakes—9.64-inch diameter



Conquest's turbocharger (see diagram above) pumps up engine power by forcing a larger volume of the fuel/air mixture into the cylinders, boosting horsepower by almost 50 percent and substantially increasing torque. The turbocharger provides the on-demand power of a larger engine, but maintains the efficiency of a four-cylinder engine.

The compact turbocharger builds rpm rapidly, kicking in at about 2,000 rpm. To prevent excessive pressure, a release valve, called a waste gate(1), prevents pressure from exceeding 8.7 psi by passing excess boost gasses directly into the exhaust system(2). The waste gate maximizes the power of the turbo boost by maintaining high, safe pressure levels at relatively low engine speeds.

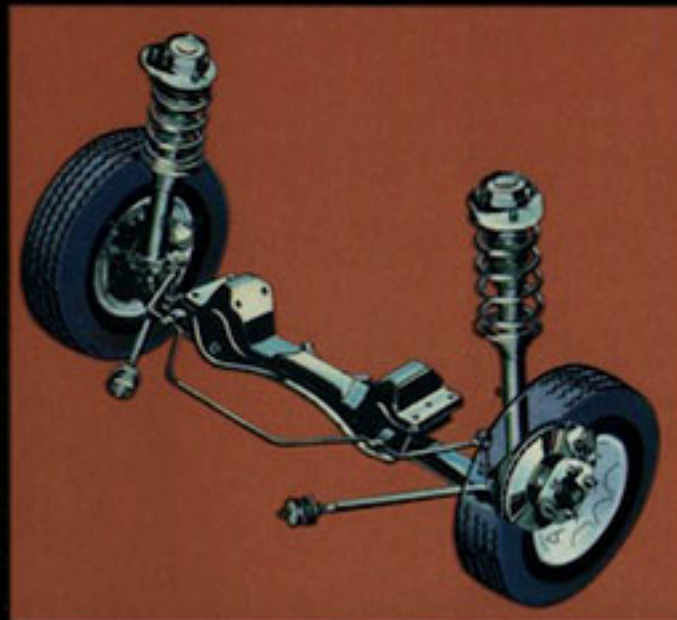
Turbo power is provided by one of the world's smallest turbine impellers(3).

Key to the high strength needed in the impeller is a precision process for molding the turbine blades from a light-weight, superheat-resistant alloy. This process allows the turbine impeller wheel to withstand a maximum allowable speed of 160,000 rpm.

ECI

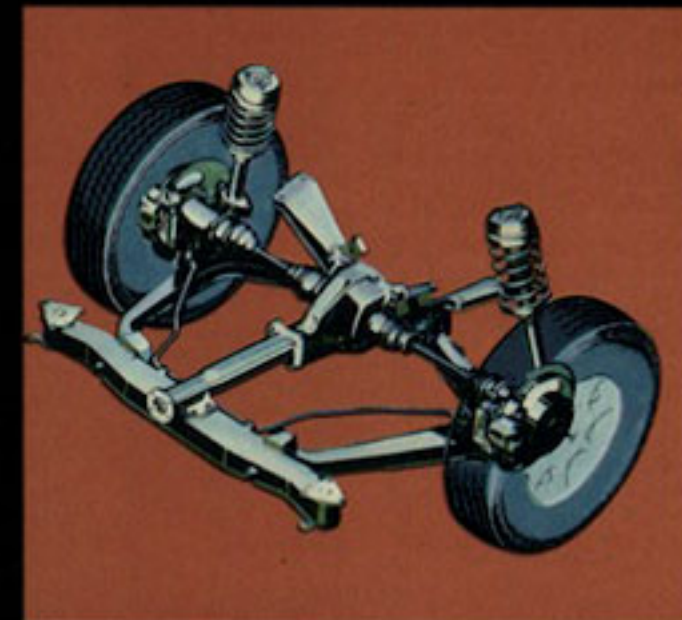
ECI (Electronically Controlled Fuel Injection) system is controlled by a microcomputer that uses ultrasonic pulses to precisely measure air flow and continuously adjust the air/fuel ratio, eliminating variations and improving performance and efficiency.

Twin fuel injector nozzles, 0.049 of an inch in diameter, inject fuel in a diffused swirl pattern for near-perfect combustion. Fuel is injected alternately from the nozzles, located in the throttle body, which atomize fuel and facilitate combustion. Information is fed to the computer from air-flow, knock and turbo boost pressure sensors which monitor engine speed, load, intake air and coolant temperatures, throttle position, oxygen in the exhaust, air flow rate and manifold boost. Based on this information, the computer controls the amount of fuel to be fed to each cylinder.



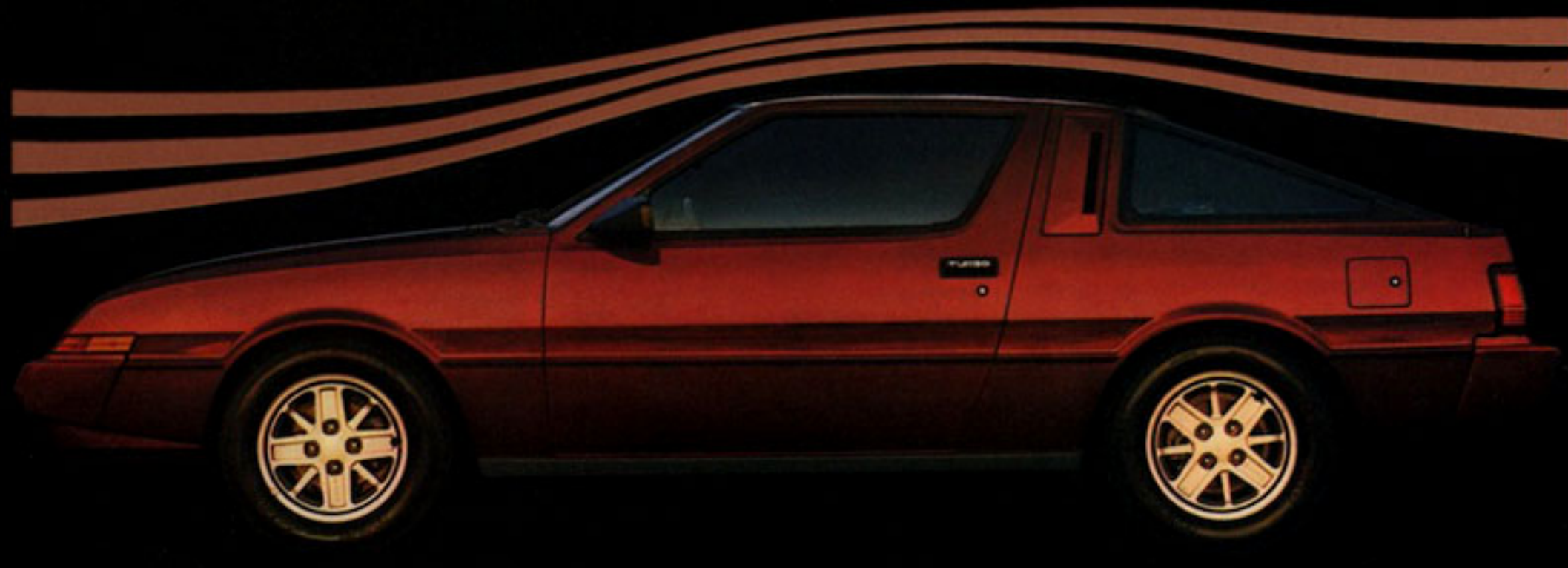
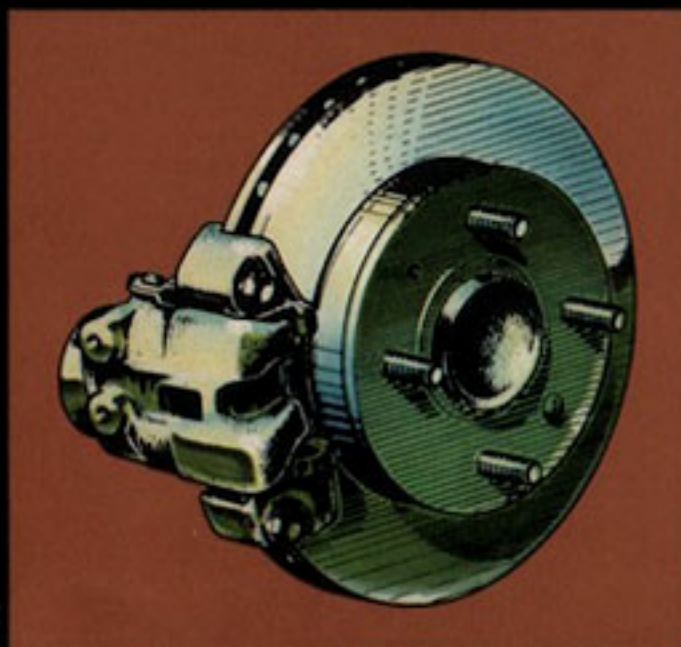
Above. For hug-the-road handling Conquest is equipped with front and rear independent coil-strut suspension, front and rear stabilizer bars, and gas-filled shocks.

Below, left. All four wheels feature power-assisted ventilated disc brakes (9.92-inch diameter, front; 9.64-inch diameter, rear). Conquest's optional anti-skid brake system offers more control in a hard-brake emergency. Sensors at both rear wheels react quickly to sudden deceleration, reducing brake pressure to minimize lockup. An optional limited-slip differential provides better stability in cornering and independent rear-wheel traction in mud and snow.



Below. With its slanted nose and hatchback design, aerodynamic Conquest has a drag coefficient of only .35. The flush fitted front bumper, retractable headlights and contoured corners lessen wind resistance, and contribute to a fuel economy rating of **21** EPA EST MPG, 31 estimated highway* with the standard five-speed manual transmission. Shown in Dark Red Metallic.

*Use EPA EST MPG numbers for comparison. Your mileage may differ depending upon speed, weather and trip length. Actual highway mileage will probably be lower than highway estimates. California mileage differs. See your dealer for details.



THE CONQUEST OF SPACE.

Conquest's designers explored inner space and discovered enough room to build a more comfortable, even luxurious, grand touring sports car.

You'll still feel you're at the controls of

a command capsule—with all functions at your fingertips and easy-to-read instrumentation.

Couch yourself in the firm comfort of Conquest's deep four-way adjustable

standard bucket seats that conform to the contours of your body.

Not an inch of inner space is wasted. A compact center armrest console covers a handy storage area and

functions as the control panel for the standard electric remote outside mirrors and optional power windows.

Practicality may not be at the top of a sports car enthusiast's priority list, but



Optional Conquest interior shown in Brown/Camel leather with six-way bucket seats.

Conquest makes room for that, too. The wraparound, split-back rear seats can be folded down independently for more luggage space (18.1 cubic feet).

When the wide hatchback liftgate is

raised, the security panel also moves up and away for unobstructed loading. The fully carpeted cargo area has its own light, and a remote hatchback release is controlled from the driver's seat.

Conquest's Electronic Time and Alarm Control System (ETACS) is a technologically advanced system which monitors time functions for: intermittent wipers; rear defroster timer; headlight time delay; wiper/washer cycles, and, with the optional Technica Package, six voice alert functions.

Optional six-way front bucket seats (below left) offer space-age appearance and comfortable support. Available in cloth or leather, the contoured high-back driver and passenger seats can be custom-fitted to individual comfort with six manual adjustments that provide a virtually limitless combination of positions: front to rear (1); multiple position recliner (2); thigh support (3); lumbar support (4); body-side support (5); and head restraint tilt (6).

Options

1. Electronically tuned AM/FM stereo radio with cassette player, five-channel Graphic Equalizer, eight speakers and 25-watt output amplifier. Completely pushbutton operated, including volume control.
2. Ride in year-round comfort with optional air conditioner featuring blend air and bi-level air flow.
3. Electronic speed control for effortless highway cruising.
4. Four-speed, electronically controlled automatic transmission, with overdrive fourth gear ratio and lockup torque converter, is optional (late availability).
5. Optional power windows are controlled from center console.



A.

A. Standard Conquest interior shown in Black/Gray cloth-and-vinyl with low-back bucket seats.

B. Standard Conquest radio is an electronically tuned AM/FM/MPX with cassette player and four speakers.

C. Hatchback versatility provides 18.1 cubic feet of cargo area with rear seatbacks down.

D. Electrically controlled dual outside mirrors are standard.



B.



C.



D.



FEATURES AND SPECIFICATIONS

ENGINE

Type	Displacement	Bore & Stroke	Compression Ratio	Carburetion	Horsepower	Torque
Turbocharged 4-cyl OHC cast iron block aluminum cylinder head	2.6-liter 156 CID	3.59" x 3.86"	7.0 to 1	Electronically controlled injected	145 hp @ 5,000	185 @ 2,500

POWER TRAIN

STD: Five-speed overdrive manual 2.6-liter four-cylinder MCA-JET turbocharged engine. OPT: Four-speed automatic (late introduction). Axle ratio for both transmissions is 3.54.

EXTERIOR DIMENSIONS & FUEL CAPACITY

Wheelbase	95.9"
Overall length	173.2"
Overall width	66.3"
Overall height	50.2"
Tread—front	54.9"
—rear	55.1"
Turning diameter curb to curb	31.5'
Curb weight (standard engine; estimated)	2,802 lbs
Fuel capacity	19.8 gallons (75 liters)

INTERIOR DIMENSIONS

Head room—front	36.6"
—rear	35.4"
Leg room—front	40.7"
—rear	29.1"
Hip room—front	53.1"
—rear	40.5"
Shoulder room—front	52.4"
—rear	51.2"
Seating Capacity	5
Cargo volume	
Rear seat up	10.3 cu ft
Rear seat down	18.1 cu ft

EXTERIOR COLORS

Exterior

Dark Red Metallic	
Gold Metallic	
Medium Blue	
Charcoal Metallic	
Silver Metallic	
Black	
Two-Tone	
Black/Gold Metallic	
Silver/Charcoal Metallic	
White/Gold Metallic	

NOTE: Due to occasional printing irregularities, the colors shown may vary slightly from actual hues. See your dealer for accurate color chips.

Interior Trim*

Dark Red, Brown/Camel, Black/Gray

*Seating available in full-face cloth with vinyl trim (standard four-way; optional six-way adjustable), or leather (optional six-way adjustable).

STANDARD EQUIPMENT

- Alternator—12-volt, 65-ampere
- Antenna—Power: quarter panel mounted
- Ash Receiver—Illuminated
- Assist Grips—Passenger: color-keyed
- Battery—Maintenance-free
- Blackout—Front air dam, lower liftgate panel insert, cowl top grille, anti-lift wiper assembly
- Brakes—Power disc, front and rear
- Bumpers—Front: color-keyed urethane, color-keyed urethane with black rub strip
- Cigar Lighter—Illuminated
- Clock—Quartz digital
- Console—With center armrest and storage compartment
- Defroster—Rear window
- Demisters—Side window
- Door Map Pockets
- Electronic Time Alarm Control System (ETACS)—Includes: monitors for windshield wipers, electric backlight, seat belt warning light, delayed entry light, parking brake warning light, key-in-ignition reminder, door ajar, headlamps-on chimes
- Engine—2.6-liter four-cylinder MCA-JET turbocharged, with electronic control injection and oil cooler
- Fog Lamps—Integrated in front bumper
- Fuel Filler Door—Locking: remote release
- Fuel Tank—19.8 gallons (75 liters)
- Gauges—Fuel, temperature, ampere, oil pressure, turbo boost
- Glass—Tinted
- Glove Box—Lighted, locking
- Grille—Horizontal design: color-keyed
- Headlamps—Halogen lo/hi beam: concealed
- Heater—Blend air
- High Beam Indicator
- Hood Release—Inside
- Horns—Dual
- Liftgate Release—Remote
- Light—Delayed entry
- Lights—Cargo: dome with individual reading lamps
- Lights—Warning: seat belt warning, low washer fluid level, low fuel, brake failure, door ajar, liftgate ajar
- Mirrors—Electrically controlled dual outside (black); dual vanity; day/night inside rearview
- Moldings—Door and quarter window moldings, sill molding: black
- Multifunction Lever—Includes turn signals
- Optical Horn
- Radio—AM/FM/MPX cassette player: electronically tuned, with four speakers
- Seats—Front: full fabric low-back bucket with adjustable head restraints, lumbar support, recliners, cloth door trim panel inserts
- Seats—Rear: 50/50, split fold-down seatback
- Security Panel—Rear: carpeted
- Spare Tire—High-pressure, low-mileage
- Steering Column—Adjustable
- Steering Wheel—Sport, four-spoke padded: color-keyed
- Steering—Power: recirculating ball, with quick handling ratio

- Suspension—Front: independent MacPherson strut with stabilizer bar and gas-filled shocks; rear: independent rear suspension with stabilizer bar and gas-filled shocks
- Tachometer
- Tie-Down Straps
- Tires—P195/70R14 steel-belted radial black sidewall (four)
- Transmission—Manual: five-speed overdrive
- Trip Odometer—Resettable
- Ventilation—Forced air (four outlets)
- Wheels—Cast aluminum: 14-inch by 6-inch (set of four)
- Wipers—Variable, intermittent

OPTIONAL EQUIPMENT

- Accent Paint Treatment—Lower body
- Air Conditioning
- Emissions Control System—California
- Front Floor Mats
- Power Door Locks
- Power Windows
- Radio—AM/FM stereo cassette, electronic tuning, eight speakers and five-channel graphic equalizer
- Seat—Cloth and vinyl, contoured, six-way adjustable
- Seat—Leather, contoured, six-way adjustable
- Skid Control System—Rear
- Speed Control—Automatic
- Steering Wheel—Leather-wrapped
- Sun Roof
- Sure-Grip Rear Axle
- Tires—P215/60R15 steel-belted radial, raised black letter
- Transmission—Automatic: four-speed
- Vinyl Protective Moldings—Body-side
- Wheels—Aluminum spoke-type 15-inch: color-keyed
- Wiper/Washer—Rear window

OPTIONAL PACKAGE

Technica Package includes:

- Electronic instrument cluster
- Electronic Voice Alert System
- Leather-wrapped steering wheel
- Technica nameplates

Certain models, packages and options are subject to specific restrictions, requirements, and late availability. Consult your dealer for current ordering information.

All product illustrations and specifications are based on authorized information. Although descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Chrysler Corporation reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors and materials, and to change or discontinue models. See your dealer for the latest information.

Buy or Lease a Conquest

These days, more consumers are considering leasing as an alternative to buying. Leasing a new Conquest usually eliminates large down payments and often results in lower payments because you're paying only for that portion of the car life under the leasing agreement.

Leasing could be right for you, and the more you learn about it the more likely you are to consider it seriously. If leasing sounds like a sensible solution to your transportation needs, talk it over with us—your leasing professionals.

