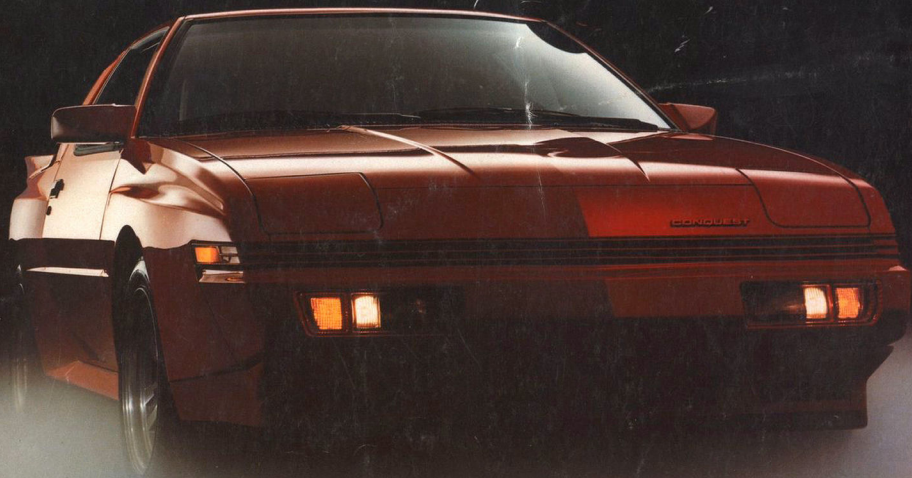
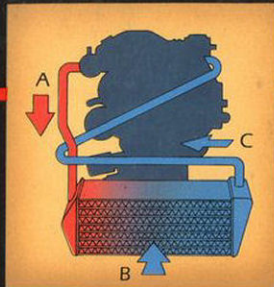


THE CHILLER



'86 CONQUEST TSi



TURBO INTERCOOLER

- A. Hot, compressed air from turbocharger.
- B. Outside air rushing through intercooler, cooling the intake charge.
- C. Cooled, compressed air on its way to the engine.

NEW TURBO INTERCOOLER HELPS CONQUEST TSi COOL OFF THE COMPETITION

A new and exciting member of the Conquest family is blowing your way.

One with impeccable road savvy, ingenious engineering and an air-cooled turbocharger that makes turbo history.

It's the Conquest TSi. That TSi stands for Turbo Sport intercooler, which translates into potent performance. It's everything you want and everything you need in a road blower. In fact, an intercooled fuel-injected

Conquest delivers 176 hp @ 5000 rpm and 223 lb-ft of torque @ 2500 rpm. That puts more horsepower at your disposal than a Toyota Supra, Mazda RX-7, or Honda Prelude. And gives you a 0-60 time in a very quick 7.3 seconds.*

Where the extra horses pay off the most is when powering out of a corner. The intercooled turbo engine, com-

bined with a MacPherson-type front strut suspension and front-and-rear stabilizer bars, helps Conquest perform in a very precise and controlled manner.

Credit the increased performance to an intercooler that cools the hot compressed air as it flows from the turbocharger to the 2.6-liter EFI engine. Essentially, the compressed

intake air flows through the core and cool outside air flows around it. The Conquest's intercooler is mounted so that it has clear access to the coolest available airflow.

But, the TSi has more than an intercooler going for it.

There's a special reinforced five-speed manual transmission that includes an overdrive fifth

gear. Increased torque capacity for the clutch. A larger drive-shaft with stronger universal joints coupled to an upsized limited-slip differential. And new 16-inch, five-bolt cast aluminum road wheels for strength and more effective heat dissipation. The power-assisted brakes are huge, four-wheel ventilated discs that feature a special rear antilock system to help bring everything to a swift, sure stop.

Visually, the Conquest TSi has a new look to improve drag and lift characteristics. Body

refinements include a new front air dam to accommodate the space and airflow needs of the intercooler, extended, flared fenders for the extra-wide tires, and a rear spoiler. Louvered sunshades for the rear and/or side windows are stylish and practical options. These MOPAR-supplied accessories are available through your dealer.

Inside, the Conquest TSi could amaze you with its luxury touches: A leather-wrapped sport steering wheel with radio controls in the hub. Power windows and door locks. Six-way

adjustable cloth seat—leather available. And a superb audio system—an electronically tuned AM/FM stereo with cassette player, five-channel graphic equalizer and six speakers.

Another amazing fact about the Conquest TSi is the competitive price. Here is a world-class car without the world-class cost.

The Chiller helps you give the cold shoulder to the competition in many ways.

Warm up to one soon.



BROCK YATES ON THE CONQUEST TSi

"...the new Conquest TSi may be the sleeper GT of the season. It does everything a contemporary machine of this genre should do, without breaking into the stratospheric price ranges featured by some of its direct competition." Brock Yates, well-known automotive writer, in CANNONBALL EXPRESS October 22, 1985.

About this Catalog: Since the time of printing, some of the information you'll find in this catalog may have been updated. Ask your dealer for details.

Some of the equipment shown or described herein is available at extra cost.

*Tests performed by Mitsubishi Motors Corp. in Japan.

CONQUEST TSI FEATURES AND FACTS



With its standard six-way adjustable high-back front bucket seats and adjustable steering column, the Conquest TSI provides you with a range of driving positions for control and comfort. The seats are available in attractive cloth or optional leather (shown).

SUSPENSION

- Front: independent MacPherson-type hydraulic strut suspension with coil springs and front stabilizer bar
- Rear: independent MacPherson-type hydraulic strut suspension with coil springs and rear stabilizer bar

BRAKES

- Power-assisted, larger-diameter ventilated four-wheel disc brakes with special rear brake antilock system

EXHAUST

- Performance-sound exhaust system

COLORS

Exterior	Interior
Black	Black
Super Red	Black

BODY

- Redesigned fenders and quarter panels
- Bodyside sill extensions
- Modified front air dam
- Three-piece rear spoiler
- "TSI" decals: sides of both front fenders and liftback

WHEELS AND TIRES

- 16" cast aluminum road wheels, 5-bolt design front wheels, 16" x 7.0" rear wheels, 16" x 8.0"
- P205/55VR16 BSW, rear
- P255/50VR16 BSW, rear

STEERING

- Power-assisted, recirculating ball-type with quick-handling 14:0.1 ratio and 2.8-wheel turns from lock to lock.

ENGINE TYPE

Four-cylinder, SOHC, 2.6-liter (156 CID) MCA-JET turbocharged, inter-cooled, electronically controlled fuel injection (ECI)

- Bore and Stroke: 3.59" x 3.86"
- Compression Ratio: 7.0 to 1
- Turbocharger: TC05
- Fuel delivery: dual-point throttle-body fuel injection
- Horsepower: 176 @ 5000 rpm
- Torque: 223 lb-ft @ 2500 rpm
- Turbo boost: 8.7 psi maximum
- Intercooler dimensions: height: 7.87 inches (200mm)
width: 16.54 inches (420mm)
depth: 2.56 inches (65mm)

POWER TRAIN

Synchronized five-speed manual overdrive transmission with reinforced driveshaft and rear limited-slip differential

REAR AXLE RATIO

3.54:1

SELECTED OPTIONS

- Air conditioning: Automatic temperature control
- Leather Seats: 6-Way

DIMENSIONS AND CAPACITIES

Exterior

Overall length	173.2"	Track	
Overall width	68.3"	Front:	57.7"
Overall height	50.2"	Rear:	57.3"
Wheelbase	95.9"	Minimum ground clearance:	4.5"

Interior

Headroom	Legroom	Hiproom	Shoulder Room
Front: 36.6"	Front: 40.7"	Front: 53.1"	Front: 52.4"
Rear: 35.4"	Rear: 29.1"	Rear: 40.6"	Rear: 51.1"

FUEL TANK CAPACITY

19.8 gallons

CARGO CAPACITY

Rear seatback up: 10.3 cu ft
Rear seatback down: 18.0 cu ft



Buckle Up For Safety

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