
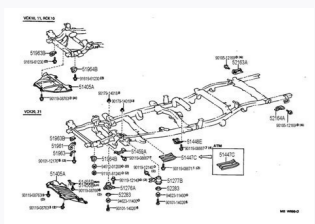
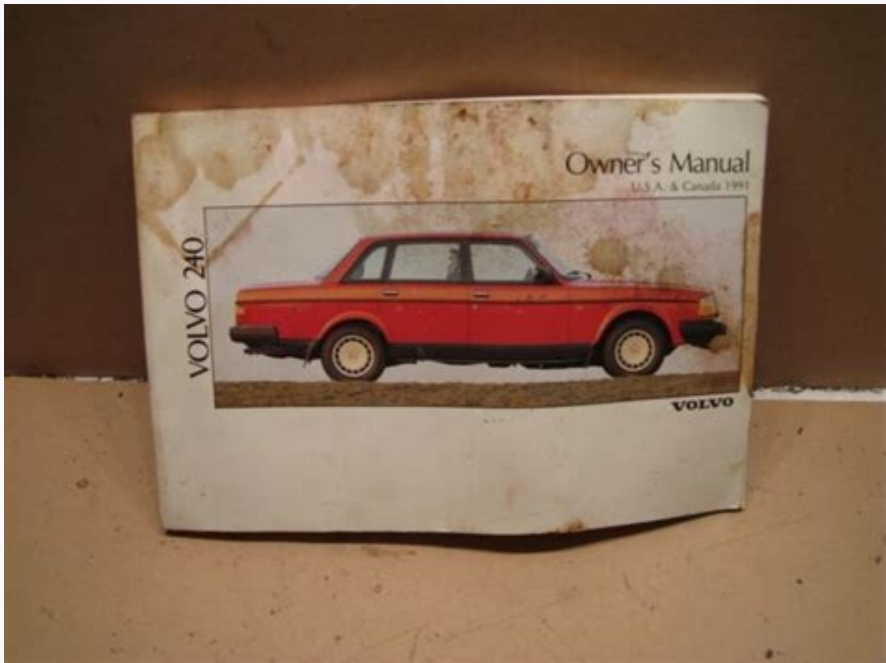


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Mitsubishi 380 Workshop Manual (pdf) [1] ^ "Investinstock.online - investinstock Resources and Information". "Mitsubishi plant up for sale". Simply log onto the site at Support. Next Car. These came in the form of larger front guards, a revised bonnet, new headlamps as well as grilles and bumpers.[10] The front-end of the PS41 was originally produced by Mitsubishi's design chief, Olivier Boulay. The entry model, now called the ES, was reduced from A\$34,490 to \$27,990. ^ "Sales shift dooms big 380 sedan". Australia: 44. Retrieved 10 October 2009. CarPoint. TMR 380 Team Mitsubishi Ralliart (TMR)[20] is an independent motorsport outfit that has also been affiliated with Mitsubishi Motors Australia to market higher performance model variants of the standard Mitsubishi range (in the same mould as FFV, HSV and TRD for Ford, Holden and Toyota Australia, respectively). Paulmetan.org. Car Advice. At the Series III launch, Mitsubishi released two special edition variants. "Research Cars By Brand - Mitsubishi - 380". However, with little more than a year until production, the redesign was shared between Mitsubishi Australia and its parent in Japan. The new 175 kW (235 hp) and 343 N·m (253 lb·ft) engine was capable of propelling the car from 0–100 km/h (0–62 mph) in 7.6 seconds. The range-topping and automatic-only GT model featured standard leather trim, painted and polished 17-inch alloy wheels, integrated boot spoiler and chrome boot garnish, and side rubbing strips. ^ Team, GoAutoMedia - The GoAuto. GoAuto. Drive. Retrieved 31 May 2007. carsales.com.au. Embroidered, silver-stitched leather was available as an option. This gave Mitsubishi the opportunity to make several low key variances to the design. 14 ^ "Mitsubishi's All-New Sporty '380' Sedan Launched". Next in the range, the auto-only SX adds sports seats with a unique grey trim, leather steering wheel, six-disc CD stereo with multifunction colour LCD display, sports rear bumper, 17-inch alloy wheels and sports-tuned suspension. The price of the ES model rose by \$1000 but was compensated for by the addition of alloy wheels, fog lights and traction control. Australia's Best Cars. Its retail price was A\$56,990, lower than its direct rival, the TRD Aurion). A revamp of the Clovelly Park facility allowed for the use of more robust bodies. "Used Car Research". The company spent over A\$600 million developing and producing the car, which is heavily based on the ninth generation Mitsubishi Galant designed in the United States.[1] The 380 continued the Mitsubishi Australia tradition of producing front-wheel drive sedans for the Australian market, and along with the Toyota Aurion, competed against the rear-wheel drive Ford Falcon and Holden Commodore vehicles. Retrieved 18 December 2007. ^ "Add new comment". The similar second to last vehicle is exhibited at the Birdwood Motor Museum.[25] In October 2009, the president of Mitsubishi Motors, Osamu Masuko revealed in hindsight that it "was good that we closed the plant in March 2008 because this was the time the economy was still good and employees could find reemployment." [26] Production and sales data Year Production[27] Sales (Australia)[28] 2005 11,077 3,548 2006 10,560 12,423 2007 10,230 10,942 2008 177 3,272 2009 - 10 2010 - [129] Total 32,044 30,196 The 380 was also sold in New Zealand.[30] Notes ^ Tan, Pauline (4 February 2006). "The 380 VRX "Fusion Burst" was based on the VRX and comes in a limited-edition orange hue. The GTL sported a more conservative rear light treatment, silver-painted alloy wheels, sunroof and a beige-on-black interior treatment. References Wikimedia Commons has media related to Mitsubishi 380. Browse through tons of brand names to find the manual that you need or use the search box to enter your model or manufacturer. The first of which was a right-hand drive variant of the ninth generation Mitsubishi Galant, designated the codename PS41. This allowed for one final chance to progress the exterior design. "Road Test: Mitsubishi 380 GT". One of several export 380s owned by the government of Brunei. Flip through the pages of your Toshiba television manual or download that RCA phone manual. mtraustralia.com.au. Retrieved 8 October 2020. This has the effect of producing a 0.7 mm (0.03 in) size differentiation from body-to-body, compared to the industry standard of 1–1.5 mm (0.04–0.06 in) in 2005.[8] The name 380 was chosen as a fresh start to Mitsubishi's sale of its sole Australian-made vehicle, given that the Magna name was now synonymous of slow-selling vehicle that was long overdue for a replacement. BestSellingCarsBlog. Inside the VRX, blue seat fabric was added, as well as "VRX" embroidery on the front seats. The consequence of this is the tooling required to produce the panels. Models Rear-view of the original base 380 interior of the DB Series II 380 SXBetween September 2005 and April 2008, the 380 was produced and marketed in three series, as listed below.[15] DB (2005–2006) The 380 went on sale on 13 October 2005. In total, A\$600 million was spent on developing the 380, including \$250 million on upgrading the Adelaide production facility to manufacture the vehicle.[7] This included the installation of a new body press, casting the body sides from an individual piece of steel. On 5 February 2008 Mitsubishi Motors Australia announced that the Clovelly Park plant would be shut down on 31 March, and Mitsubishi would pursue a "full import strategy" for the Australian market due to unviable 380 sales.[24] The last 380 sedan (a silver Platinum Limited Edition, body number 32044) left the production line on 27 March 2008. ^ "Facts & Figures 2008" (PDF). 4 July 2005. AutoWeb. ^ "2007 Mitsubishi 380 Series III Sedan". Retrieved 20 January 2009. "Mitsubishi 380 3.8L V6". ^ Heasley, Andrew; Kleinman, Rachel (10 February 2006). 9 ^ Carey, McCarthy (2005), p. Check out manuals in PDF format to download to your computer or save to your smartphone. Retrieved 16 July 2018. 22–23 ^ Team, GoAutoMedia - The GoAuto. The VRX was available with a five-speed manual or automatic transmission. Toshiba and pick out your product to get started on the search for a useful Toshiba manual. Mitsubishi offer a no-cost luxury option for the GT, aptly titled the GTL. Boulay was also responsible for the 2003 Magna/Verada facelift, but this update fared poorly with buyers. Files are easy to find by choosing a category or entering the model of your Toshiba phone systems manual that's required to keep those phones up and running.Find Lots of Toshiba Manuals at Manuals LibSimilar to the Manuals Online website, Manuals Lib offers a simple search for a variety of Toshiba manuals found right on the website. Archived from the original on 20 September 2011. Retrieved 11 January 2008. ^ "Australia Full Year 2010: Commodore #1 for 15th year in a row". DB Series II (2006–2007) On 28 April 2006, Mitsubishi announced price reductions with the introduction of the Series II upgrade. Check out a Vtech portable phone manual or a Toshiba TV manual at Safe Manuals.Check Out User Manuals at User-Manuals OnlineUser-Manuals makes it easy to find the right manual for your Toshiba product in one single location. To reinstate consumer confidence in the brand, before the launch of the 380, a series of television commercials began airing in December 2004.[6] Centralised around Mitsubishi Australia's then CEO Tom Phillips, the advertisements promoted the introduction of an industry-first five-year/130,000-kilometre (81,000 mi) warranty. Standard equipment included: twin front and side airbags, climate control air-conditioning, cruise control, power windows, trip computer, steering wheel audio controls, and Bosch 8.0 anti-lock braking system.[16] There was also a Limited Edition sold from September 2005 and into 2006. ^ "Best Large Car". According to then CEO, Tom Phillips, the chosen name polled the best and, at the official launch, he stated "380 conjured up images of high technology, European standards, sophistication and performance with consumers. Retrieved 16 July 2015. Under this program, a rebadged 380 would have replaced the Proton Perdana executive model, however, this deal never succeeded. Mitsubishi announced that up to 1,500 retail customers who paid the old price would be eligible for a factory rebate of up to \$2,000. 28 September 2007. history.sa.gov.au. ^ "TMR - Team Mitsubishi Ralliart". There were essentially no mechanical or visual changes.[17] The 380 received the 2005 Australia's Best Cars Large Car award.[18] as well as Insurance Australia Group's rating as the most secure Australian family car, Safest Australian Car Built 2006 for its four-star ANCAP result, Best Fleet Car by Delivery Australia magazine, and Lowest Running Costs in the Australian Motoring Clubs Report. Mitsubishi reworked a slogan from former Chrysler chairman Lee Iacocca, concluding their commercials with the tagline, "if you can find a better-built, better-backed car anywhere, then buy it". The car was claimed to take six seconds over the 0–100 km/h (0–62 mph) sprint and was sold exclusively painted in TMR Red with a full body kit, 19-inch chrome alloy wheels and twin chrome exhaust tips. Retrieved from " ^ Williamson, Russell (28 April 2006). The five-speed manual 380 ES (a five-speed sequential automatic was optional on the ES) was actually the fastest vehicle in the range. 21 ^ Carey, McCarthy (2005), p. ^ "TMR380 - Team Mitsubishi Ralliart". The simple search bar allows you to find the brand and model of your product easily, and the manuals are viewed right on the website or downloaded to your smartphone or computer. Carey, John; McCarthy, Mike (2005). Many Toshiba products that you purchase online or in stores do not come with a user's manual printed on paper. In total, 15 units had already been assembled at TMR's Dandenong facilities with another five on the way from Adelaide for conversion, when Mitsubishi Motors Australia announced the end of local production.[21] All 20 models are individually numbered.[22] Production and sales figures are included in the text. Tyre buy information for the last two 380s built. The problem was that PS41 had to share the same basic foundation and the side profile was to remain for the most part unchanged. Archived from the original on 16 July 2015. In 2008, TMR produced the TMR380, a performance-enhanced version of the Series III 380 VRX model on which it was based. Body rigidity was also improved to deal with Australian road conditions. Herald Sun. Retrieved 17 April 2008. Unlike the Series II, the new series saw all models receive subtle visual and trim changes.[19] Available with either a five-speed manual or automatic transmission, standard features on the ES included traction control, front and side air bags, automatic climate control, air conditioning, power mirrors, power windows, power driver's seat, steering wheel-mounted remote audio controls, and anti-lock brakes with electronic brakeforce distribution (EBD). Archived from the original on 24 May 2011. In March 2006 the manufacturing plant closed for three weeks.[23] Apart from launching limited editions (essentially base models with greater equipment levels), Mitsubishi took the drastic steps of applying significant price reductions for both the Series II and Series III. ^ Newton, Bruce (15 March 2011). ^ Carey, McCarthy (2005), p. 9 January 2011. Development The development of the 380 began in 2002, when company executives in Japan gave approval to Mitsubishi Australia to commence work on two closely related vehicles. ^ McDonald, Neil (5 September 2008). 10 ^ Heasley, Andrew (28 September 2005). Web Publications. An SX model was introduced, priced at \$32,990, while the LS model was dropped. "Australian car making 'on the limit'". The 3.8-litre engine won an award for engineering excellence from the Society of Automotive Engineers. Company research conducted in mid-2004 revealed that 84 percent of Australians believed that Mitsubishi would cease production in Australia. Browse through the products listed on the website, or click on specific types of products to find manuals for all Toshiba electronics items. The 380, given the model designation DB, was the successor to the Mitsubishi Magna/Verada line of vehicles first introduced in 1985 (and 1991 for the Verada) but was only available as a sedan. "Wheels: Special Edition". Because of the choice of gear ratios, the manual and automatic transmission equipped 380s had the same acceleration figures. "Mitsubishi's Revolution (April 2006)". Even before the car's launch in October 2005, the 380 was stigmatised as the "make or break" model for Mitsubishi Australia.[2] After a slow sales start, the line-up was updated with the Series II in April 2006, with the entry level model receiving price discount of nearly 20 percent.[3] To generate further interest in the car, a Series III revision came on 29 July 2007 with mainly cosmetic changes.[4] These updates failed to lift sales, and with production still unprofitable, Mitsubishi ceased manufacturing of the 380 in March 2008 after just short of three years in production. This website offers everything from repair manuals to guides right in a single location. Prices on VRX, LX, and GT models were also reduced by amounts ranging from \$1,500 to \$3,000. Also featured in the ES were alloy wheels and sports front bumper treatment with front fog lamps. "Mitsubishi plant to close in March". The car was auctioned in late April 2008, with the \$100,000 final price being donated to charities chosen in consultation with the winning bidder, John Hughes Group, a car dealership based in the suburb of Victoria Park, Western Australia. Wheels: 50. The second, which was planned to be launched in 2007 was a long-wheelbase version known internally as PS41L to be produced in both left- and right-hand drive configurations.[5] However, as Mitsubishi's financial woes worsened, and DaimlerChrysler pulled-out of the DaimlerChrysler-Mitsubishi alliance, PS41L was abandoned in 2004 and the likelihood of PS41 making it into production looked even more doubtful. Manuals Lib is a free resource for anyone searching for a lost Toshiba product manual including computer and phone manuals.Find Free Manuals at Safe ManualsSafe Manuals is a website dedicated to the manuals that you need to learn everything you need to know about your new or used Toshiba laptop, television or telephone. It was powered by a supercharged version of the standard 3.8-litre V6 engine, now producing 230 kW (310 hp) and 442 N·m (326 lb·ft). Apart from the colour, the Fusion Burst came with sunroof and matching seat fabric for no extra cost. The range consisted of a 380 base model, the LS, LX, VRX and GT models. DB Series III (2007–2008) Mid-July 2007 saw the release of the 380 Series III, with range and price alterations designed to attract further sales and increase private buyer interest. As a consequence of the first DB series selling in fewer numbers than expected, on 20 January 2006, Mitsubishi Australia announced that voluntary redundancies would be offered to 250 production employees to bring production in line with customer demand. This was to be the replacement for the Magna and Verada. 36 ^ "Mitsubishi Announces Name of All-New Large Australian Car". Often, you'll need to download a manual and print it at home or save the manual as a PDF on your computer or smartphone by accessing one of these websites.Check Out Toshiba Support OnlineThe Toshiba Support website located online offers easy access to lots of items including the Toshiba phone systems manual. All of those attributes correlate directly with the positioning of our new car, and when added to the build quality that we are renowned for and a large 3.8-litre engine, '380' was a natural choice for the name of the car.[9] Design Front-end styling of the DB series (380 base model, pictured), broadly shared with other mid-range and non-sport modelsFront-end styling of the DB Series II (380 SX, pictured), broadly shared with the GT and VRX models From the very beginning of the project, Mitsubishi had always intended that the PS41 would be set apart from the North American Galant in terms of exterior styling. While the 380 was exported to other countries in small numbers, in the interest of salvaging local production, Mitsubishi Australia had also entered into negotiations with Proton of Malaysia over the possibility for a large export program. A total of 32,044 were produced over the three year production, of which 30,195 were sold in Australia. The basic design that was reserved for the base and mid-luxury models was devised by the Japanese studio, whereas the sports oriented design that was conceived locally was reserved for the sports and upper-luxury models within the 380 range.[11] Engineering Compared to the Galant, there were changes to 70 percent of the car to create a car more suited to the Australian market.[12] Roads, legislation and consumer preferences were all driving forces behind the changes.[13] The rear of the floorpan had to be overhauled to accommodate a full-sized spare wheel, and superior rear side members were required to improve towing capabilities. Retrieved 22 October 2009. Log onto the Manuals Online website and find user manuals to browse through, or download your manual and save it as a PDF to share. Find your favorite laptop user manual, or check out driver and software updates on this website.Manuals Online Provides Tons of Toshiba ManualsEasy to use and to save, the manuals on Manuals Online include tons of Toshiba manuals that are perfect for grabbing that information you need to work a television, phone or computer. Archived from the original (PDF) on 20 March 2009. 2008. "Mitsubishi 380: The big gamble". WebWombat. Mitsubishi Motors. "Blown Over". Notably, unlike the practice adopted with its predecessor, the 380 sports models (VRX and GT) did not feature a higher output engine relative to other models in the range. The VRX featured a more comprehensive sports styling package, adding charcoal accents on the front and rear bumpers, high-profile rear wing, polished and painted 17-inch alloy wheels, 17 July 2007. A total of four models comprised this range: ES, SX, VRX, and GT. The improved body stiffness resulted in better vehicle dynamics, which were also supported through the use of sophisticated suspension designs, new shock absorbers and stabiliser bars.[14] The 380 was a sedan only and its sole powerplant was an all-new 3.8-litre V6 engine codenamed 6G75, which was also compatible for LPG fuel. ^ Davis, Mark; Dowling, Josh; Norrie, Justin (5 February 2008). MORE FROM QUESTIONSANSWERED.NET Motor vehicle Mitsubishi 380OverviewManufacturerMitsubishi MotorsProduction2005–2008AssemblyAustralia: Clovelly Park, South Australia (MMAL)Body and chassisClassMid-size carBody style4-door sedanLayoutFront-engine, front-wheel-drivePlatformMitsubishi PS predecessorMitsubishi Magna/Verada The Mitsubishi 380 is a mid-size car that was produced between 2005 and 2008 by Mitsubishi Motors Australia. "Mitsubishi takes 3 weeks off". Retrieved 16 July 2015.[permanent dead link] ^ Dowling, Joshua (22 October 2009). Retrieved 13 January 2019. When DaimlerChrysler pulled out of their alliance with Mitsubishi in 2004, it put an end to Boulay-designed Mitsubishis. Indeed, among the seven names short-listed from a total of 220, Magna was not one of them. Archived from the original on 19 August 2006. Available only as a sedan, it marked the end of Australian production by the Japanese manufacturer. Archived from the original on 6 July 2011. 12–13 ^ Carey, McCarthy (2005), p. Vehicle 017 is on display at the National Motor Museum in Birdwood, South Australia. ^ Torr, Feann (30 November 2005). Unique Cars. Vehicle 018 was sold at auction with proceeds going to charity. Retrieved 5 February 2008. The Sports Edition, based on the ES, added 17-inch alloy wheels, high-profile rear wing, sports-tuned suspension, black interior trim and sunroof, for no extra cost.

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