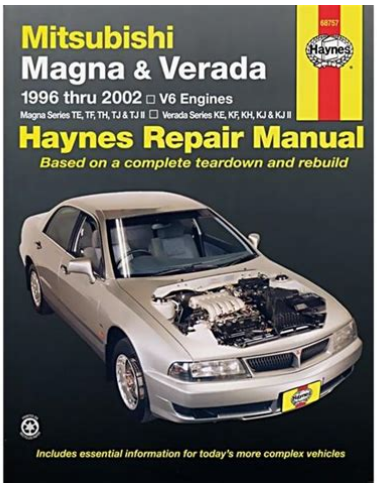
96 magna manual



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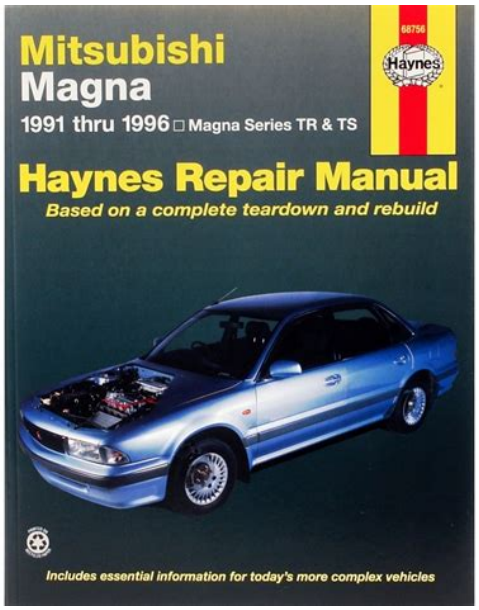

Designed as a replacement for Mitsubishi Sigma, each generation of Magna, based on Japanese platforms, has been upgraded to the Australian market. Initially Magna was equipped with inline fourcylinder engines and bodies sedan and station wagon. Over the years, each new series increased in size, and with the second generation in 1991, the range was supplemented by a luxury version called Mitsubishi Verada with a V6 engine. During this time, Mitsubishi Verada and Mitsubishi Magna became the first Australian cars exported around the world in large quantities, mainly called Mitsubishi Diamante. The third and final generation of the Mitsubishi Magna was launched in the series in 1996, the allwheel drive AWD version was added in 2002. A significant update of the third generation took place in 2003. In 2005, the Mitsubishi Magna was replaced by the Mitsubishi 380 model. Earlier in the lineup of the Australian branch of Mitsubishi was a large family car in the form of a sixcylinder Chrysler Valiant, who inherited MMAL after the operation of buying Chrysler Australia in 1980. Nevertheless, MMAL decided that the width of the car will be a decisive factor for Australian buyers, who traditionally prefer large cars. As a result, in order to compete more effectively against large rearwheel drive rivals, namely Ford Falcon and Holden Commodore, former Chrysler engineers who switched to MMAL developed a wider midrange car typical for the Australian market. This model was based on the fifth generation of Japanese frontwheel drive Mitsubishi Galant Sigma, released in August 1983. Engineers made changes to the Galant body expanded by 65 mm and reinforced for Australian road conditions. This approach proved successful for the Australian market, making Magna a strong competitor to Toyota Corona, Holden Camira, Nissan Bluebird, Ford Telstar.http://cq2sc.com/userfiles/epa-travel-manual.xml

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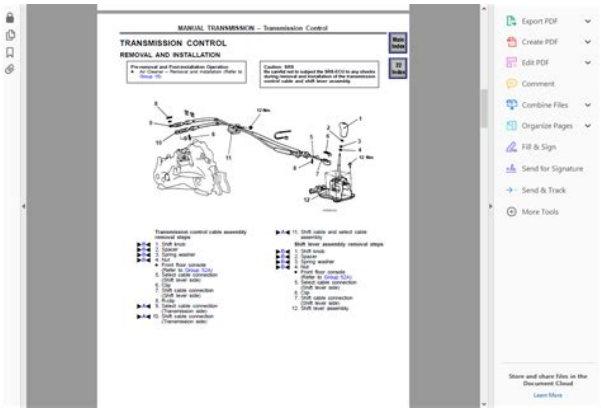
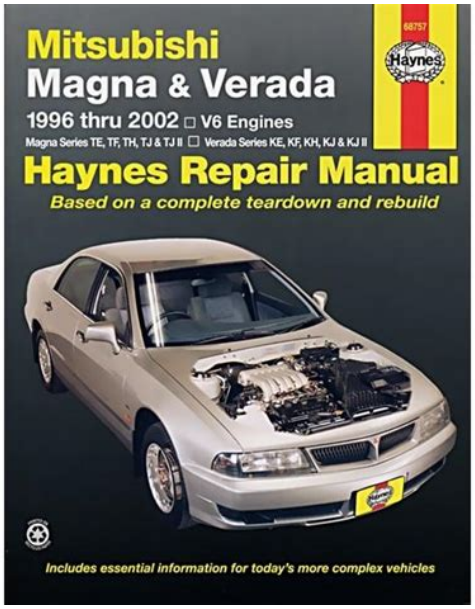


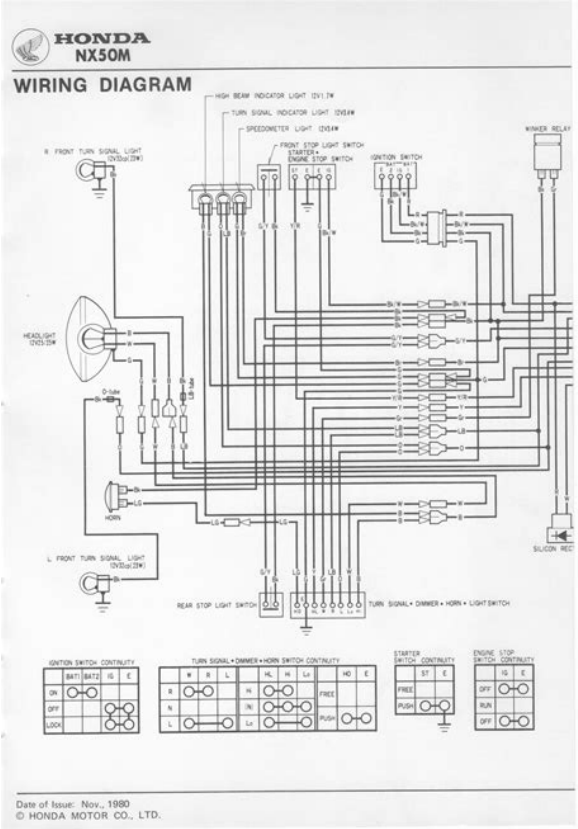
The expansion of the platform also affected Honda, Mazda, Nissan, and Toyota, which did the same for their midsize models in international markets, for example, in the case of the widebody Toyota Camry XV10 1991. Well assume youre ok with this, but you can optout if you wish. We do it ourselves to help you doityourself, and whatever your mechanical ability, the practical stepbystep explanations, linked to over 900 photos, will help you get the job done right. Regular servicing and maintenance of your Mitsubishi Magna can help maintain its resale value, save you money, and make it safer to drive. Take your entire manual with you on every journey. Developed as a replacement for the Mitsubishi Sigma, each Magna generation derived from Japanese platforms reengineered for the Australian market and conditions. Initially, Magna offered inlinefour engines in a midsize sedan package—a station wagon debuted in 1987. Over the years, each new series grew in size, and with the second generation of 1991, the range was bolstered by a luxury variant called Mitsubishi Verada and a V6 engine. They were replaced by the Mitsubishi 380 in 2005. The majority of its engines—most notably, the original fourcylinder Astron II codenamed 4G54 and subsequent Cyclone V6 engines codenamed 6G72 and 6G74 —were manufactured at the Lonsdale, South Australia plant.As a result, to compete more effectively against the large RWD rivals, viz.This model derived from the fifthgeneration Japanese Mitsubishi Galant Sigma, a frontwheel drive FWD vehicle released in August 1983.Codenamed 4G54 and marketed as Astron II, it was a development of the Astron engine codenamed 4G52 fitted to Sigma.The Executive and luxury Elite models, however, were available only in automatic.http://ankamet.com/userfiles/epa-wasp-manual.xml



In addition, instead of standard control steering stalks and ventilation panel on the centre console, both the SE and Elite had two steering side pods, thus bringing all major controls within a drivers

fingertips and making them jointly height adjustable with the steering column. Elite also featured an LCD instrument panel, in line with the Japanese automotive trend in the late 1980s. Common to all models were a tilt adjustable steering and cableoperated fuel filler door release. NonElite models also had a roof mounted manual antenna above the right Apillar and the following optional equipment air conditioning GLX, Executive and SE, power steering and automatic transmission GLX and SE.Trimmings were again updated with a further revised grille insert and rear lights fascia now featuring a grey row as well as new wheels designs and paint colours. An improved fourspeed automatic transmission, interior console and seats were also part of the update.Several limited edition were introduced to support sales.As a result, the engine outputs now increased to 98 kW 131 hp at 4750 rpm and 212 Nm 156 lbft at 3750 rpm on ULP 91 RON petrol, and 102 kW 137 hp at 4750 rpm and 220 Nm 160 lbft at 4000 rpm on PULP 95 RON fuel. Later in 1991, Mitsubishi reintroduced a GLX base model, which was only carbureted and was priced lower than the other models to make the new Magna more appealing to fleet buyers. Its outputs ranged from 120 kW 160 hp at 5500 rpm and 235 Nm 173 lbft at 4000 rpm on ULP 91, to 124 kW 166 hp at 5500 rpm and 244 Nm 180 lbft at 3000 rpm on PULP. The automatic transmissions used by both four and sixcylinder models was marketed INVECS.Finally, in 1993, with the economy recovering and oil prices stabilised after the Gulf War, the Veradas V6 engine was offered on Magna for the first time—albeit as an option. This 3.0litre V6 was only available on the Executive, which was also equipped with larger 15inch wheels and different interior trim.

The Magna model range comprised a GLX and Super Saloon, whereas the V3000 comprised an Executive, Super Saloon renamed Elite for wagons and SEi.Their respective engines were further upgraded and, apart from revised wheel trims, the revised Magna sedans were also identifiable by a new colourkeyed boot garnish around the licence plate, instead of the previous grey. The revised Verada received additional equipment previously reserved for export markets. These included a more distinctive front grille, more expensive multiparabola headlights relative to single units the first Australianbuilt car to adopt these and a distinguishing figure for future luxury and sports Magnaderivatives and greater cabin equipment to maintain a more premium status than the increasingly popular Magna V6. In December 1995, the export version of the V6 wagon was sold locally as the Verada Touring wagon, in a limited edition of only 81 manuals and 99 automatics.The TS and KS series were replaced by the allnew third generation TE and KE series in 1996, however, the wagons remained for sale up to 1997 pending the delayed arrival of a new generation wagon.The bumpers were also body coloured, however they were the shorter Magna variant. The Verada was again distinguished by more luxurious fittings and longer front and rear bumper bars to meet US safety standards.Although the powerassisted rack and pinion mechanism had the same mounting points as the Diamante, the components were manufactured to MMALs specifications in Australia, by TWR. Suspensions were independent MacPherson struts at the front, instead of the multilink designs of the Diamante, which nevertheless donated its rear multilink to the Australia sedan while the wagon adopted a different and more compact design altogether.The Altera model, which was a midentry level model, added airconditioning, power windows and cruise control. Options included airbags for driver and passenger, ABS, a CD player and alloy wheels.



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Subsequent additions to the model range included the Advance safetypackage and the Altera LS midluxury package, which featured ABS, airbags, CD player and alloy wheels as standard.Four were carried over from the previous TS Magna i.e. Paris White, Calypso Red, Arctic Blue, and Maderia maroon and another four were newly introduced i.e. Silverleaf silver, Kashmir light beige, Greenstone and Embassy charcoal grey.Magnas range consisted of five models Executive, Advance, Altera, Altera LS and Sports. The 2.4litre fourcylinder engine was seen only in the Executive. These cars offered redesigned wheel covers, speedlimit alert and upgraded interior trims, which included cup holders. The Executive and Advance were identical in appearance but the Advance had a different interior trim and was fitted as standard with airbags and ABS. The full colourcoded Altera and Altera LS introduced power windows and several other options such as dual front airbags. Manual transmissions became only available on Executive, Advance, Solara and Sports.This new model carried all the standard features of the Executive model on which it was based, plus a deck lid spoiler, red side strip, 16inch alloy wheels same as the Verada Ei, but polished, and unique interior trims such as a metalstyle instrument cluster fascia. The Sports had improved handling characteristics thanks to the addition of an 18 mm rear swaybar a rear bar swaybar was not fitted to the standard Magna, 11 percent firmer rear springs, firmer upper control arm and trailing arm bushes, and suspension height lowered by 10 mm. Options included dual airbags and ABS. This specific model represented MMALs foray into the Australian sporty family passenger car sector, as well as an initial and long overdue departure from the more conservative Japanese product planning. The Sports production ceased after September 1998.Air conditioning was made standard across the range.

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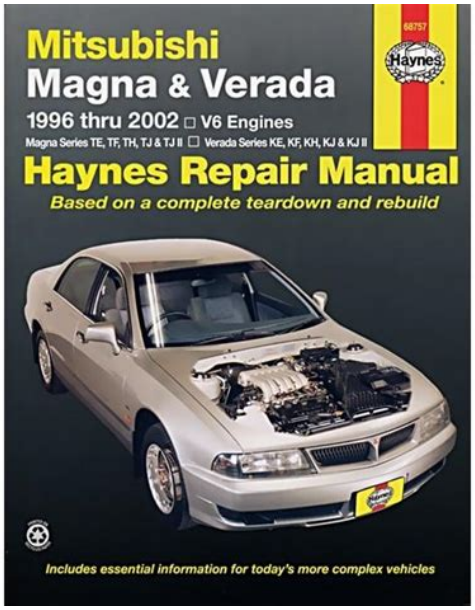
A number of colour changes also occurred Calypso Red was replaced with Sienna Red, while Sable Black pearl pearl black with green flakes took the place of Embassy grey. Riversand, a new strong beige metallic colour, was also introduced in April 1999 as were Mawson White, a brighter more pure white pictured right and Pewter metallic silver, which replaced Silverleaf.The model range included Executive manual and auto; Advance manual and auto; Altera LS auto and Sports manual and Sports Mode automatic. A limited edition Solara was reintroduced later in 1999 as well as the V6 Si in April 2000. Altera LS was discontinued at the end of 1999, due to its closeness to the Verada Ei. The 1999 models lacked V6 badges but the 2000 models often featured these on the back lower right end of the boot lid. The last TH series production between May and June 2000, were 1000 Executive LS units automatic only, which were similar to the discontinued Altera LS but without power windows, dual airbags and less colourcoding e.g. unpainted black mirrors.The vehicle featured front limited slip differential LSD later brought to production on the TJ series Magna Ralliart.At the back, the bootlid featured a recessed centre section and new tail light lenses with newtrend circular lit chambers.MMALs proposal to use a black Mitsubishi badge to distinguish the Magna sports range was rejected by Japans conservative management. Another external change in the TJ series was the replacement of the chromelook window surround with a more modern black fitting Verada sedans maintained the more luxurious chrome.In May 2001, a new darker Pacific Blue colour was introduced to replace the just mentioned two colours and Flame Red was also reintroduced to the range, mostly as the hero colour for the subsequent Ralliart model. Sapphire Blue and Daintree Green were added too and proved popular. Equipment levels increased in the TJ series with a drivers airbag and CD player now standard across the range.



This resulted in Executive models with a 3.0litre engines being extremely rare and, ultimately, dropped altogether in subsequent series.Inside, the Sports and VRX also shared white instrument cluster dials, sports fabric seat trim and front seat backrests embroidered with the respective models name. The automatic VRX also had a chrome gear gate inherited from the Verada. The subsequent and rare Magna Sports wagon produced only with the TJ series was fitted with a full bodykit featuring silver accents, unlike the Sports sedan that featured only had a deck lid spoiler. Meanwhile, manual transmissions were dropped from the wagons, which gained standard automatic transmissions.The Magna VRX was voted the bestvalue performance car on the Australian market by a News Limited panel of motoring journalists.Its main features included by 16inch alloy wheels, cruise control and power windows as standard.Based on the Executive sedan, it was further equipped with a front passenger airbag, sixdisc CD player, cruise control, floor mats and power antenna.In fact, its overall styling was based on the legendary Mitsubishi Lancer Evolution range, in particular the front bumper bar void of any fog lights and its biplane deck lid spoiler inspired by the limited edition Lancer Evolution VI TME the rest of the body kit included carryover VRX wheel arch extensions plus unique side skirts and squaredoff chrome exhaust tip. Among other things, in prototype form, Magna Ralliart was said to feature AWD, Recaro front seats, MOMO steering wheel and gear levers as part of a loud black and bright red interior. 500 individually numbered Ralliart models had been planned.The sound system was a complete upgrade, however, being a 14speaker Fujitsu Ten Eclipse tuner with CD player and remote control. Ralliart was available with either a fivespeed manual or fivespeed automatic transmission. A sunroof was the only option.

The Ei gained a power adjustable drivers seat, while the Xi also featured with a power adjustable front passenger seat and Nardi wood gearshift knob. The range was expanded with the arrival of the limitededition GTV.These models became the very first Magnas with this factoryfitted option, powered by a modified 3.5litre V6 engines delivering a decreased maximum power of 143 kW 192 hp at 5000 rpm and maximum torque of 296 Nm 218 lbft at 4000 rpm. Luggage capacity also decreased from 460 to 325 litres. It was, essentially, a 4speed automatic transmission Executive that featured the Verada Eis full leather trim seats, door inserts and steering wheel, front parabolic headlights of the original KJ series with amber turning lights, cruise control, 16inch alloy wheels, fog lights as well as a passengerside airbag.The television advertisement became the subject of complaints alleging that it promoted unsafe driving.The drivetrain proved to be mechanically reliable with improved handling compared to the FWD version, albeit at the cost of lower performance and official fuel consumption figures. Due to budget and development constraints, the subsequent TL series Magna VRX AWD was limited to 16inch alloy wheels instead of the FWDs 17inch wheels.Fleets and rental agencies are attributed as the biggest buyers of the initial production.Another initiative

included the TJ Magna, spearheaded by the Magna VRX and Magna wagon models, becoming the official vehicles of the 2002 Tour Down Under international cycling event held in Adelaide. Following the Magna Ralliart and Sports wagon a year prior, in October 2002, MMAL also displayed at the Sydney Motor Show a Ralliart painted in the same yellow paint as the Lancer Evolution of the time, to renew interest in its performance range.Full leather trim became an option on the VRX and the export Diamante went on sale in Canada for the first time.

Larger chrome Mitsubishi triple diamonds logo adorned the front bumper, whereas the front guards now had a swoopy appearance with triangular headlamp assemblies. On its sides, new design, colourcoded plastic door handles, rocker panels and skirts were introduced. At the rear, a rounded boot lid and bumper bar were fitted to continue the swoopy front theme, but the rear tail lights remained effectively unchanged from those of the TJ series except for VRX and Verada Xi AWD which featured darkened lenses. The new cars styling was controversial and not well received by Australian buyers; sales slowed dramatically.In addition, front driver and passenger airbags became standard along with side airbags contained in the front seat bolsters. While the wheelbase of the new series had not changed, rear legroom was claimed to have been increased by reshaping the rear cushion of the front seats, the rear seat and by rearranging the rear seat hip points and squabs. Other interior revisions included rear air vents for the first time on Magna as well as electric drivers seat height adjustment. For the first time, a factoryfitted GPS system was also offered as an option whereas most cars gained a rotary climate control panel, without the previous digital display. Systematic costcutting measures included the relocation of the front power window controls on the lesser Magna models from the door panels to the centre console, plus the removal of the individual battery cover compartment in the engine bay. The only difference consisted of rear stabiliser bars now fitted to all sedans.In TL guise, Sports models were now renamed as VR and, apart from AWDspecific driving and handling characteristics, MMAL relied on minimal badging to differentiate this range from FWD models. On the competition front, the TL Magna AWD entered in the Australian Cup class of the Australian Rally Championship in 2004, winning on debut—albeit as the only car entered in its class.

The Northern American market saw the luxurious Verada range imported as the Diamante. It was also sold in the United Kingdom, where they imported the Magna Wagon and Diamante Sedan from Japan to be collectively sold under the Sigma Nameplate.Retrieved 26 January 2016. Retrieved 23 January 2016. August 2001. Archived from the original on 17 December 2001. Retrieved 8 June 2015. Retrieved 8 June 2015. Retrieved 11 January 2016. October 2001. Archived from the original on 17 December 2001. Retrieved 20 January 2016. Retrieved 20 January 2016. Retrieved 20 January 2016. Archived from the original PDF on 18 December 2010. By using this site, you agree to the Terms of Use and Privacy Policy. The concordance level between AmpliLute and MagNA was very good 93.3% The majority of HPV infections are transient, but persistence of an HR HPV is a significant risk factor for the development of cervical cancer. This occurs only in a minority of infections and is an unpredicted event. Typespecific detection of HPV is increasingly important for monitoring the impact of HPV vaccine implementation and as a tool for cervical cancer screening. As a consequence, standardization of laboratory methods for HPV detection and typing is important. However, the above assays are unable to discriminate specific genotypes or to identify infections involving multiple genotypes and the Cervista assay detects only two HPV types types 16 and 18. Branchburg, NJ, USA, CLART HPV2 Genomica, Madrid, Spain. The qualitative Linear Array HPV LAHPV HPV genotyping test, developed by Roche Molecular Systems offers a reliable, sensitive, and standardized approach for HPV typing in cervical specimens. It is distributed as a research use only but it has been submitted for FDA review. This test utilizes amplification of target DNA by PCR and

nucleic acid hybridization for the detection of 37 types in cervical cells collected into an LBC media.

Current specimen processing protocols recommend the use of manual extraction of DNA using the AmpliLute liquid media extraction kit, based on the QIAamp method QIAGEN, Inc., Valencia, Calif, USA. An alternative method for DNA extraction is the automated MagNA Pure LC extraction system, developed by the same company. The objective of this study was to evaluate and compare the automated MagNA pure DNA extraction method with the AmpliLute DNA extraction method in detecting HPV DNA form ThinPrep Pap tests using the linear array LA HPV genotyping and detection assays and also to correlate these results to cytological and histological diagnosis. 2. Methods 2.1. Clinical Specimens In the present study, cervical brush specimens were obtained from women aged from 17 to 70 years who attended the gynecologic outpatient clinic of “Attikon” University Hospital, Athens, Greece, for opportunistic examination, between July 2009 and May 2010. Women considered eligible for the study if they fulfilled the following criteria a they agreed to undergo colposcopy and if necessary cervical biopsy and b there was enough residual biological material, after cytological examination, for the two molecular assays to be completed. A total of 253 women met these criteria and were enrolled in the study. This patient population does not represent the general population of women attending public screening programs. Approval from the ethics committee was obtained before inclusion. 2.2. Cytological Diagnosis Samples of ThinPrep Pap tests were collected by means of a Brun’slike brush. The PreservCyt vials Corporate Headquarters Hologic, Inc., Ltd., UK, containing the cell samples were addressed to the Department of Cytopathology of the aforementioned hospital for preparation of thinlayer slides using the ThinPrep 2000 Automated Slide Processor Corporate Headquarters Hologic, Inc., Ltd., UK according to the manufacturer’s instructions.

Cytological findings were interpreted according to the Bethesda classification system and were classified as follows a within Normal Limits WNL, b atypical squamous cells of undetermined significance ASCUS, c lowgrade squamous intraepithelial lesion LSIL, and d highgrade squamous intraepithelial lesion HSIL. The cytopathologists and the biologist conducting HPV testing were all blinded to the clinical profile to ensure unbiased reporting. 2.3. Histological Diagnosis A cervical biopsy was performed if lesions were present upon colposcopy. All histological assessments were made blinded to the HPV DNA status of the participants. The histological evaluation revealed the following categories negative HPV, CIN 1, CIN 2, and CIN 3. In case histology showed a CIN 2 or CIN 3, the patient was referred for appropriate treatment. 2.4. DNA Extraction Methods After slide preparation for cytological examination, the remaining PreservCyt samples were vortexed vigorously for 15sec to maximize homogeneity and two aliquots of 250 L and 1mL were generated from each clinical specimen. DNA was isolated using two different procedures i a 250 L aliquot was extracted by AmpliLute liquid media kit Roche Molecular Systems in conjunction with a QIAvac 24 plus vacuum system, according to the manufacturer’s instructions in the product insert and ii a 1mL aliquot was extracted by MagNA Pure LC extraction system using the DNAI kit blood cells highperformance protocol Roche Molecular Systems. The lysate was then transferred to vacuum columns where isolation and purification of DNA was completed via washing of different solutions to bind DNA and remove other cellular materials. For automated extraction, the samples were prepared using a modified procedure involving the centrifugation of 1mL aliquots of the PreservCyt samples at 13000g for 20min prior to discarding of the supernatant.

The resulted cell pellets were resuspended into 200 L of sterile phosphatebuffered saline, and the procedure of automated extraction was followed according to the manufacturer’s instruction, using the DNAI kit. The method is based on magneticbead technology with a special buffer containing chaotropic salts and proteinase K. Nucleic acids are bound to the surface of the magnetic glass particles. Cellular debris was removed by several washing steps, and the purified nucleic acids were eluted. 100 L in volume of extracted genomic DNA product was obtained, after the magnetic beads

were separated from the solution. After nucleic acid purification all samples were analyzed by LA HPV assay for HPV genotyping. 2.5. LAHPV Amplification PCR The LA genotyping test use a pool of biotinylated primers designed to amplify an approximately 450bp sequence within the polymorphic L1 region of the genome of the 37 HPV genotypes. An additional 268bp primer pair which targets the human globin gene is included in the assay to provide a control for cell adequacy, extraction, and amplification. PCR was carried out on each of the samples and controls, using the Linear Array HPV genotyping mastermix which contains Tris buffer, potassium chloride, AmpliTaq, gold DNA polymerase microbial, AmpErase, uracilNglycosylate enzyme microbial, dATP, dCTP, dUTP, dGTP, dTTP, each of upstream and downstream primers biotinylated and globin primers, sodium azide, magnesium chloride, and amaranth dye. Once the amplification was completed, 75 L of denatured amplicon were added to the linear array strips that contain multiple copies of HPV genotypespecific probes in a defined area for all 37 genotypes and the globin reference lines. The strips were then washed with a substrate solution containing hydrogen peroxide and 3,3,5,5tetramethylbenzidine TMB.

In the presence of hydrogen peroxide, the bound streptavidinhorseradish peroxidase catalyzed the oxidation of TMB to form a bluecolored complex, which precipitated at the probe positions where hybridization had occurred colourimetric determination. This color precipitation allowed for manual reading of the strips and genotype detection by comparison with the HPV reference guide provided. LA test does not directly detect HPV52 but combines a set of probes that detects HPV33, 35 and 58 HPV mix. Specimens that test negative for HPV33, 35 and 58 individually but are positive for HPV mix are considered to be HPV52 positive. The procedure performed into two physically separated areas prePCR and postPCR in order to avoid contamination of samples with previously amplified products. All washes and hybridization steps were undertaken in a 24well tray with lid. The reading of the strips, produced by the two methods, was made by one wellexperienced biomedical scientist. Discrepant interpretations were resolved by a second biomedical scientist and consensus review performed without knowledge of prior results. The LAHPV test does not crossreact with a variety of viruses, bacteria, protozoa and yeast that could be present in cervical specimens. 2.7. Statistical Analysis Pairwise comparison of AmpliLute method and MagNA pure method was performed by using kappa Out of the 253 cervical smears, 253 nucleic acid extracts were produced using the AmpliLute liquid media extraction method and 253 DNA extracts were generated using the MagNA pure automated extraction system. All women referred to colposcopy and if visible lesions were found, they were sampled. Patients with severe cervical diseases were further assessed. The DNA extracts were evaluated by the LAHPV genotyping test and compared against the reported cytological and histological diagnoses.

The levels of sample adequacy for cytological examination and for nucleic acid extraction and amplification efficiency among the specimens, based on globin positivity, did not differ dramatically between the tests Table 1 . Table 1 Adequacy of 253 samples extracted by the two methods tested by HPV LA test. The comparison of HPV LA test results using AmpliLute extracts with equivalent MagNA pure extracts showed an overall concordance of 93.3% In 6 cases 2.4% the cytological diagnosis was difficult due to inadequacy of the clinical samples Tables 4 and 5 . HPV positivity detected by AmpliLute was slightly higher compared with MagNA Pure, 57.3% and 54.9%, respectively. The largest percentage of samples negative for HPV DNA was found in WNL category. HPV positivity detected by the MagNA pure LC method for the aforementioned categories was 33%, 44%, 78%, 80%, and 100%, respectively, Tables 4 and 5 . Within the studied population, single and multiple type infections were present in every cytological diagnosis. In total, single HPV infections detected by the AmpliLute was 28.5% and by MagNA Pure 30.4% whereas multiple type of infection was observed in 26.5% and 23%, respectively. In this study, multiple infections composed of up to five HPV genotypes in a plethora of combinations. The HPV distribution of single infections divided into two categories according to the HPV genotype oncogenicity LR and HR as well as multiple

infections divided into three categories LR when only lowrisk HPV types were present, HRLR when low and highrisk HPV types were present and HR when only highrisk HPV types were present in all cytological categories studied are given in Figure 1 for the AmpliLute method and in Figure 2 for the MagNA pure.