

1995 Mitsubishi 3000 GT SL

2dr Hatchback · 6-cyl. 2972cc/222hp MPFI

#1 Concours condition

\$35,600

↗ +9.9%

#2 Excellent condition

\$20,400

↗ +10.3%

#3 Good condition

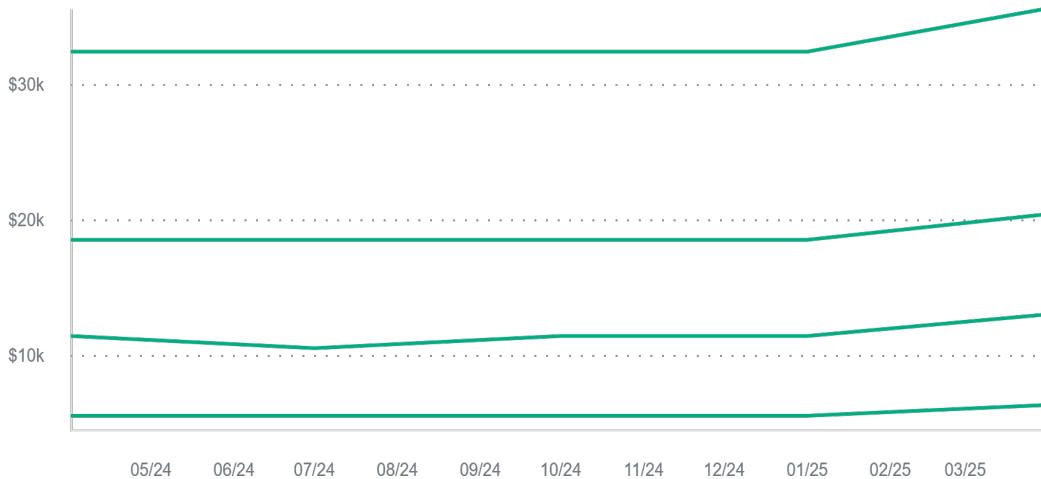
\$13,000*

↗ +14%

#4 Fair condition

\$6,300

↗ +14.5%



NOTE: The chart displays price changes for the last year.

Value adjustments

+\$250 for pwr wndws.	+\$4,000 for a/c.	+\$3,700 for hard top.	+\$10,000 for knock-off wheels.	+\$5,000 for 36-gal tank.
+\$1,800 for leather.	+\$2,500 for pwr strg.	+\$2,000 for off-road exhaust.	+\$2,000 for side-mount exhaust.	+\$2,200 for teakwood strng whl.
+\$1,500 for tele strng whl.	-10% for auto trans.	-20% for 3-spd.		

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Model description

Japan was fertile ground for sports car design in the late 1980s, and it was out of this environment that Mitsubishi created the GTO, named in honor of the old Galant GTO of the 1970s. In the North American market, it would be called the Mitsubishi 3000GT, and it replaced the Mitsubishi Starion as the company's top tier performance model and the company's flagship for the entire decade. Like the rival offerings from Nissan, Toyota, Honda and Mazda, the Mitsubishi was crammed with the kind of cutting edge performance technology that you ordinarily had to go to Europe to find, and it was big, fast and pretty.

Mitsubishi designed a platform to showcase all of the high-tech goodies but one that could also be configured as a more affordable base model. Base cars therefore got a front-wheel drive setup with a normally aspirated 3.0-liter DOHC V-6. From 1997, though, base cars used a single cam, lower compression version of the V-6 with a serious drop in performance. SL models were the luxury versions and received features like a sunroof, antilock brakes, electronically controlled suspension (ECS), leather seats and cruise control. It had the DOHC V-6 for the entire production run, and both base and SL models and came with an overdrive 5-speed manual as standard or with an optional automatic.

The real prize in the 3000GT family, though, is of course the VR4. Its 3.0-liter DOHC V-6 featured twin turbochargers and intercoolers to produce 300 hp and 307 lb-ft of torque. The VR4 also featured full-time four-wheel drive and four-wheel steering. From 1994-99, this was raised to 320 hp and 315 lb-ft. 1994-99 cars also moved from a Getrag 5-speed manual to a 6-speed version of the same gearbox. Earlier VR4s also had "active aero", which included an electronically activated rear spoiler that tilted at 45 mph and a front air dam that lowered at the same speed. The earlier cars also featured a two-mode exhaust system and electronically controlled suspension (ECS). Visually, these earlier cars can be distinguished by pop-up headlights and a cap on either side of the hood that covered the ECS controllers.

From 1994, the 3000GT got a revised bumpers and side vents as well as fixed headlights. The two-mode exhaust system was gone after 1994, ECS was gone after 1995 and active aero was gone after 1996. For the 1998, the car got a new front bumper and different rear wing, while in 1999 it received another new front bumper, new headlights and a new rear wing.

Unfortunately, the 3000GT suffered from poor timing in its introduction, just like its rivals. A slowdown in the Japanese economy affected sales, and unfavorable exchange rates resulted in high prices in the all-important North American market. By the later years, the somewhat pedestrian base model cost as much as the high-tech VR4 had only a few years earlier. After 1999, the model was discontinued in the U.S.

From a collectability standpoint, the limited production VR4 Spyder is the most desirable. Less than 900 were imported to the U.S. Otherwise, any un-modified, low mileage VR4 would be a real find, and a cheaper alternative would be the 1991-96 Dodge Stealth, a mechanically identical model and one of the many neat cars to come out of the collaboration between Mitsubishi and Chrysler. Unlike the other Diamond Star Motors cars, though, the Stealth was built in Japan. It is nearly identical in every respect, including performance, but commands a slightly lower price.

The Mitsubishi 3000GT was the company's last serious performance car in the U.S. until the Lancer Evolution VIII hit our shores in 2003. Along with the A80 Toyota Supra, FD Mazda RX-7, Honda NSX and Z32 Nissan 300ZX, it's part of an unforgettable era in Japanese car design and one of the most memorable cars of the decade thanks to its advanced technology, good looks and serious performance per dollar.

Body styles

2dr Hatchback

Engine types

6-cyl. 2972cc/222hp MPFI

1991-1999 Mitsubishi 3000 GT stats

Highest sale	Lowest sale	Most recent sale	Sales
\$100,499	\$2,090	\$18,310	303

Equipment

Standard Equipment	Optional Equipment	Additional Info
5 Speed Manual	4 Speed Automatic	Drive Type: FWD
AM/FM CASS	AM/FM CD	Front Tire Size Code: 42
Air Conditioning	Power Sun/Moon Roof	Front Tire Size: 16R255
All Wheel		Manufacturer Code: C161
Dual Front Air Bag		Manufacturer MSRP: 33750

Other

Power Brakes

Power Steering

Power Windows

Tilt Steering Wheel

Market Segmentation: Compact Sport

Shipping Weight: 3439

Wheel Base Longest - Inches: 97.2

Wheel Base Shortest - Inches: 97.2

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.