



THE MERCEDES-BENZ 250



THE MERCEDES-BENZ 250

Introducing a wholly new series of motor cars—
and the fiercely held ideas behind them

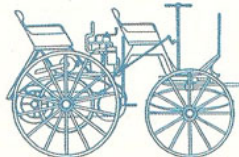
NEW YORK HERALD TRIBUNE automotive correspondent Leo Levine writes of the new Mercedes-Benz 250 models: "They are lower, sleeker, quieter, faster and more comfortable than their predecessors. Considering that the former Mercedes-Benz sedans were the world's best, that is saying quite a lot."

Heady praise—but to the stubborn engineers of Mercedes-Benz, this is only a logical description of the new 250. It had to be a better car. Anything less would have perished on the drawing board.

The best, not the best seller

Mercedes-Benz releases new models only when technical advances justify it. Face-lifts and forced obsolescence are scorned. Stated simply, the object is always to build the *best*—not the best seller.

A novel idea today, perhaps, but hardly a new one. Mercedes-Benz has quietly practiced it since 1886—the year its two founders, Gottlieb Daimler and Karl Benz, invented the automobile.



1886—the car that started it all.

A different philosophy has produced a different car. "You could be blindfolded and spun around three times and dropped into a Mercedes-Benz, and when you sat down, you'd *know* it was a Mercedes-Benz," remarks David E. Davis Jr., Edi-

tor of *Car and Driver* magazine.

This catalog explains why. You'll read how 4,403 racing victories and 5 world championships underlie the 250's road-holding. Why Mercedes-Benz engineers scoff at "styling themes." And how they build the 250 to last thousands of miles longer—to be running smoothly after other cars land on the scrap heap.

First things first

Styling is not a sacred cow at Mercedes-Benz. The 250 was designed around people, so you fit—getting in, sitting down, head to toe. First things first—a refreshing attitude.

Engineering is sacred at Mercedes-Benz. The engineering staff never stops seeking new ideas—and has earned over 5200 patents in the search.

No marketing experts breathe down these engineers' necks. No cost accountants goad them into shortcuts. No time-study men force the unhurried, painstaking pace of production. Before it is fit to be sold, every 250 is inspected 8117 times.

5 years in the making

The "bugs" that plague many new cars were snuffed out long ago in the 250. It was 5 years being readied—on the test track, on the Autobahns and Italy's Autostradas, in Africa's heat and Scandinavia's cold.

Mercedes-Benz also proves its ideas by throwing them into competition. The ideas have proved sound indeed: over the years, Mercedes-Benz racing cars have captured 5 world championships and 4,403 wins.

Newcomers are startled to find that

Mercedes-Benz builds 15 models—covering almost every motoring need. The new 250 series is the latest addition.

Within reasonable cost, it embodies every technical advance known to the engineers of Mercedes-Benz—allied with the comfort of a new body design.

2 engines, 3 body styles

All told, the 250 series embraces 2 engine types and a trio of body styles: the 4-door Sedan, the 2-door Coupe and the 2-door Convertible. The latter two are limited edition models and are described in their own special section.

None are status symbols. All are full 5-passenger automobiles, perhaps the most technically sophisticated passenger cars in existence.

About the engines: the 250S (the "S" denotes "Super") uses a 6-cylinder, twin-carburetor engine. Mercedes-Benz engineers proudly note that its performance betters that of previous fuel injection engines. Acceleration is rousing. Maximum speed touches 112 mph.

The 250SE adds an *Einspritzer*—fuel injection—to this 6-cylinder engine, in place of carburetors. The combination is formidable enough to vault the 250SE to a top speed of 118 mph, fully loaded. It will charge along uncomplainingly all day at well over 100 mph.

Either of these engines may be ordered for the 250 4-door sedan. The 250SE engine is standard equipment on Convertibles and Coupes.

This is a mere thumbnail description of the Mercedes-Benz 250. The complete, revealing story begins when you turn the page.



The Mercedes-Benz radiator shape has been unchanged since 1912 — but the car behind it marks new levels of engineering progress.

"A restful car...there is as little inside noise at 100 mph as at a standstill"

The Mercedes-Benz 250 is a deceptive car. Under its neatly tailored bodywork are performance features that could—and did—do credit to a world championship racing machine.

ONE reason for the greatness inherent in all Mercedes-Benz automobiles—the men who build them like to drive," comments an automotive journalist.

This love of cars spurred the 250's designers far beyond commonplace passenger car performance limits.

If so inclined, you could load this 1½-ton machine with friends and baggage—and rip around a road-racing course quicker than many exotic sports cars. And safer.

World-beating suspension

A race circuit would be familiar ground. International motor racing furnished the first test of the 250's fully independent, rear swing-axle suspension—the keystone of its superb handling.



300SLR suspension inspired the new 250

Note: the test was a triumphant success. The suspension proved unbeatable, and so did the car that used it. Known as the Mercedes-Benz 300SLR, it won the world racing sports car crown.

Never a jolt

This inspired suspension system helps the 250 to devour wretched roads. It abolishes that curse of rough-road riding, the solid rear axle. Each wheel on the 250 is separately sprung. Jolts from potholes and washboard surfaces are blotted up before they can shake the whole car body. Harshness is further damped by rubber "biscuits" that scotch metal-to-metal jarring between suspension and chassis.

More than bumps are squelched by the 250. Its brawny coil springs, wide-stanced shock absorbers and a front anti-roll torsion bar fend off any hint of wallow, lurch or sway. Your wife can leave her carsickness pills in the medicine chest.

Showroom inspectors: See how delicately this suspension is adjusted at the factory. Just scrunch down and check the front undercarriage. You'll spot several bright yellow dabs. The story: Mercedes-Benz engineers developed a special torque wrench to tighten vital parts during assembly. At the instant correct pressure is





Pushed hard, the taut 250 refuses to lurch, wallow or sway. Even potholed gravel roads lose their sting.

“With that fully independent suspension, you could rip around a road-racing course faster than many sports cars”

reached, this wrench squirts a blot of yellow paint. A follow-up inspector simply counts the blots to tick off the job as perfect.

At the wheel

Its designers regard the 250 as a precision instrument. So you *guide* it like one—by exact fractions of an inch, not by vague handfuls. No wandering on the open road, no frantic hand-over-hand twirling of the wheel in close-quarter city traffic. A pleasant detail: the steering linkage carries its *own* shock absorber. Tremors and jolts never reach your hands on the wheel.

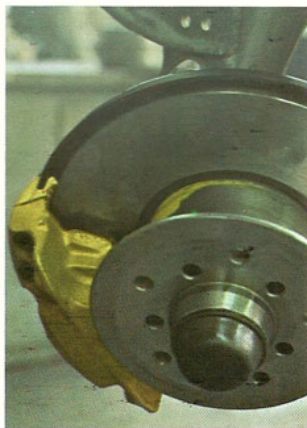
4-wheel disc brakes

Even a harsh stab on the brake pedal at 80 mph on a wet road draws you down to a calm, smooth stop. No shudder, no fade. Skittish braking—that bane of driving life—is forgotten in the 250.

Larger 14-inch wheels were needed to fit the 250's caliper-type, 10-inch disc brakes. Discs are used on each wheel—and are standard equipment. A brake control automatically balances front and rear braking forces—no rear wheel lock-up in emergencies.

Safety note: Front and rear braking systems function from *separate* master cylinders and lines. This “dual circuit” quashes any possibility of total brake failure. If one system should somehow fail, the other would instantly act to stop the car without drama.

Finally, a sensitive servo-booster—not your leg muscles—supplies braking effort.



Peace of mind: a disc brake at every wheel.

You'll find it just sensitive enough: “When you put the brakes on in a Mercedes-Benz,” says *Car and Driver* Editor David E. Davis Jr., “it still feels like you're putting the brakes on in an *automobile*—not turning a switch that's going to throw you out of the windshield.”

Bluntly put, there is no better braking system on any car in the world.

Serenity at 100 mph

Mercedes-Benz engine designers found no need to make the 250 nose-heavy with a big, gas-guzzling V8. Not when an efficient 6-cylinder engine can haul the car swiftly up through the speed range and

keep it wafting serenely along at 100 mph all day.

Technical treatises have been written about the 250's single overhead camshaft engine design. By simplifying and speeding up valve action, an overhead camshaft helps the engine to turn speeds of over 6000 rpm (6500 rpm in the 250SE).

You hear no mechanical din, only a smooth murmur. Vibration is smothered by an electronically balanced, 7-main-bearing crankshaft. A viscose drive cooling fan automatically cuts out when not needed—saving precious power while muffling noise at cruising speeds. A *restful* car—as an amazed observer reported: “At 100 mph, there was as little inside noise as there was at rest.”

An hour of testing

You needn't chafe through an engine “break-in” period. Every 250S and 250SE engine is run for more than one hour on a factory test stand, climaxed by a final full-speed burst. Engine oil is changed *60 times* to flush all surfaces clean.

Carburetors and Einspritzers

The contrast between the 250S and 250SE engines concerns their methods of breathing. A twin-carburetor system marks the 250S. An *Einspritzer*—fuel injection system—accounts for the 250SE's extra dash. Its 6-plunger injection pump feeds fuel directly to the intake port, with zesty results: the 250SE's top speed is 118 mph—a 6 mph margin over the 250S—and it darts to maximum speed with the smooth-

ness of a much larger engine. No harshness, no mechanical clatter.

Sidelight: Racing experience comes to the fore again. That's where *Einspritzers* were born. Mercedes-Benz engineers first used fuel injection in 1952 to force extra power from a racing engine. They felt this was a better solution than using a larger, heavier engine. They still do.

A final surprise: High-performance engines such as these are usually forgiven for poor gas mileage. No forgiveness is needed for the 250S or 250SE. They sip fuel—from 20 to 25 miles per gallon's worth in normal use. With a deliberately soft throttle, you could do even better. Efficient design pays.

Ever attentive to detail, the engineers even fitted a small fuel expansion tank in the 250's trunk. When sun or heat ex-

pands the gasoline, the expansion tank prevents overflow and lingering fumes.

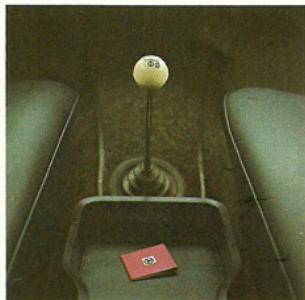
A quaint notion

Every Mercedes-Benz 250 is shod with 14x7.35-inch *super-premium* grade tires. An American automotive writer supplies the reason: "The Mercedes-Benz engineers have one quaint notion: if the car will do 120 mph indefinitely, the tires should do the same." You won't need to balance the wheels after a few hundred miles, either; the job is done dynamically at the factory—even to the spare.

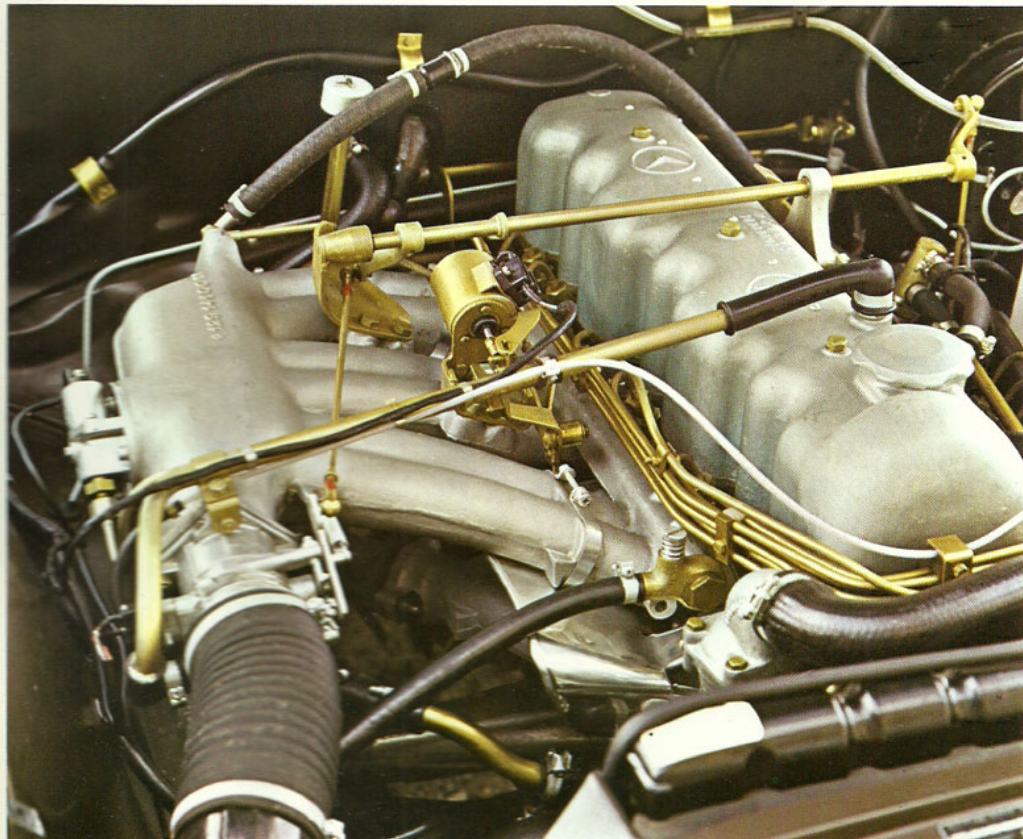
Column or floor?

Traditionalists may specify a column-mounted manual shift lever. More sporting drivers will prefer the shift a quick reach away on the transmission tunnel. Either way, you pay nothing extra.

More good news: this is a 4-speed, fully synchronized transmission. You can shift into first gear even while rolling. No crunch. For details on automatic transmission, power-assisted steering and other options, see the *Options* section.



No extra charge for 4-speed floor shift.



Race-bred fuel injection distinguishes 250SE engine. Surprising note: fuel economy is improved over carburetors—along with power.



Thick rubber inlays on bumpers and side trim protect 250 from careless onslaughts in parking lots.

Five people dictated every detail of the new 250's body design— the five passengers who will ride inside it...

Tall side windows are curved for extra room.

Trunk swallows 21.5 cubic feet of luggage.



MERCEDES-BENZ engineers deplore needless bulk in a car. Sheer inefficiency, they contend. Standing aloof from fashion competitions, these engineers simply form the car around its passengers. A Mercedes-Benz is never an inch longer or a pound heavier than it needs to be. It doesn't pass out of style, and it doesn't park as if you were docking a barge.

The 250's new body is a case in point. It is almost precisely the same size as its predecessor, but sits 2.3 inches lower. Yet you'll find even more interior space.

Thinner-profile doors gained vital extra hip and elbow room. Curved side window glass expands shoulder room. Door-to-door measurements front and back disclose, without fudging, a seat width of over 5 feet (a few inches more than the magnificent new Rolls-Royce Silver Shadow).

You survey the world in lofty comfort from inside the 250. The car is noticeably low-waisted. Side windows stretch up almost to the roof edge. A refreshing reversal of the trend toward claustrophobia in cabin design.

Backseat drivers aren't left to peer over the shoulders of those in front. They sit on an equal level, with a full view of the road ahead. The rear seat need never be second-class accommodation again.

Welded at 10,000 points

Mercedes-Benz cars long ago abandoned the separate frame-and-body construction technique, with its rattle-prone nuts and bolts. There is no frame as such in the 250. The body is welded to a reinforced steel floor to form a taut "unit" structure.

This body welding process covers more than 10,000 points. Hard as its life may

be, the 250 won't age to the tune of squeaks, rattles or groans.

Hand-ground seams

When the arc welding ceases, the spit-and-polish starts. All outside welding seams are ground by hand and packed with pewter. Then they're ground again, and rubbed so smooth that a critical finger can't find them.

If an inspector's super-critical finger can find them, they're marked with a large chalk "X" and ground some more. Nitpickers, these inspectors. And there's one for every 11 factory workers.

Painted 7 times

Mercedes-Benz builds the 250, expecting the worst from road salt and corrosion. The raw metal body is first drowned in a deep tank. Here, protective primer seeps



A full 5 feet wide, 250's rear seat features fold-down center arm rest.

into every nook and cranny. Not a crevice escapes. After the primer has been baked on (its color matches the final paint coat), a 24-lb. layer of plasticized undercoating is lavished on the underbody.

Note: This undercoating was developed to combat the *worst* corrosion menace Mercedes-Benz engineers could find. The concrete surface of John F. Kennedy International Airport in New York, heavily salted for aircraft safety, quickly rots vehicles through in winter. It will not rot Mercedes-Benz vehicles.

The 250's glassy paint finish also helps fight the elements—and reflects a process long regarded as the industry's best. Seven coats are needed (simply setting up this vital operation took the skills of 200 engineers). After dipping and electrostatic spraying, the final enamel coat goes on by hand-spraying.

All in all, a bleak prospect for rust and the ravages of time.

Copper, nickel and chrome

The 250's chrome trim equally repels the inroads of decay. It's backed by two layers of copper plate and one of nickel. The radiator shell is copper-coated steel, buffed by hand before a cleansing chemical bath, nickel-covered, dipped in

chrome and baked—then burnished by hand again.

A welcome trifle: The Mercedes-Benz 3-pointed star radiator emblem is spring mounted. It deflects harsh blows—conforming to a Swiss safety law. Mercedes-Benz cars are sold in Switzerland, as in 147 other nations.

Farewell to fatigue

The 250's roomy seats *coddle* you, while foiling the fatigue that makes long distance travel such an ordeal in many cars. They resemble custom-made lounging chairs—but few lounging chairs owe their design and shape to orthopedic physicians.

These knowing experts insisted on *firm*



Twist of this knob reclines seat back.

seats. Then they contoured them to envelop the body, supporting critical shoulder, back, kidney and knee joint areas. Muscle cramp is stymied. As a finishing touch, seat springs are *tuned* to the car's suspension motions—erasing billions of tiny, wearying jiggles.

The click of a lever lets you slide the individual front seats fore and aft over a 12-inch range. A second lever raises or lowers you, as in a barber's chair (without the complexity of electrical mechanisms). A third control tilts the seat back to any angle—even horizontal, for catnappers.

Extras are standard

No optional "deluxe" interior package is needed for the 250. Its countless conven-



Instruments let you keep eyes on road.



Pull a lever, front seats move up or down. Flick another lever, they roll fore and aft.

iences are standard equipment.

All four doors offer an arm rest and an assist handle. Extra assist grips are fitted overhead above each passenger's door. You can stow odds and ends in a tray between the front seats, or in capacious open pockets in both front doors. Rear seat passengers will find a fold-down center arm rest well placed for weary elbows or for note-jotting in transit.

To light your way after dark, there are 5 interior lamps—including one to illuminate the ashtray, cigar lighter and heater controls. The trunk is also automatically lit.

You flick the front window vent panes open or shut with the same lever used on



Arm rest, map pocket on both front doors.

the \$23,000 Grand Mercedes—and it's vandal-proof from outside. A plate of stainless steel trims each door threshold. Even the rear window package shelf is carpeted—no more wildly skidding briefcases when cornering.

Controls at your fingertips

Life inside the 250 is as functional as it is pleasant. You needn't distract your eyes from the road to see the instruments. They're housed in a cowled binnacle, level with your driving line of vision.

Below, the instrument panel is naked of clutter. Headlight, wiper, washer, turn indicator and dimmer controls are a fingertip's reach away, combined in a single lever on the steering column. You snap them into action without taking your hand from the steering wheel. No groping for the right knob while trying to steer one-handed.

Fresh air with windows shut

An ingenious ventilation system ends that drafty business of rolling windows down for a gasp of fresh air. An intake scoop on the hood sucks clean air into the cabin. Ducts at the base of the rear window whisk stale air out. Your supply is constantly replenished.

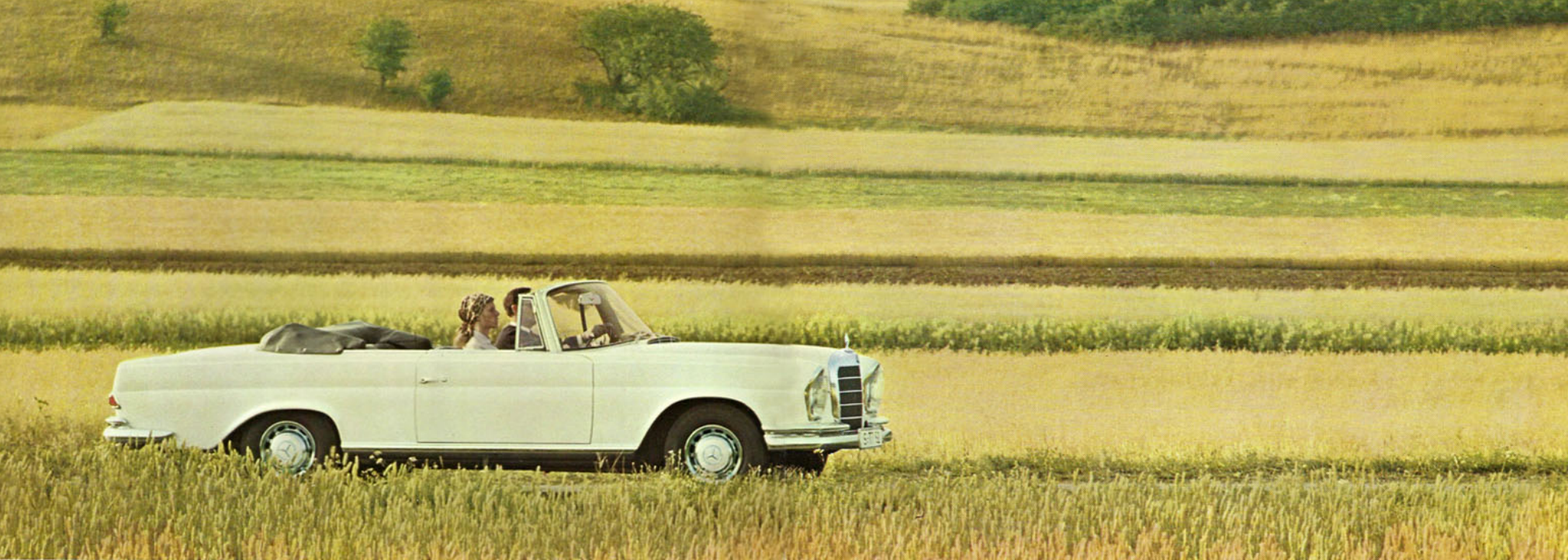
The heating system is equally considerate. The driver and front-seat passenger individually select their needs by vanes set at each end of the instrument panel. Separate outlets serve rear seat passengers. You can also aim defrosting heat to the front side windows—a blessing on those frigid winter mornings.

Travelling heavy?

You can jam 21.5 cubic feet of duffel in the 250's trunk. You could load a few cement blocks and stuff the rear seat with fat men—and the 250's stern wouldn't sag. The reason: a diabolically clever new engineering triumph, the Hydro-Pneumatic compensating spring. Every Mercedes-Benz 250 has one; it's standard equipment.

This fully automatic device sits between the car's rear swing axle. As loads at the rear increase, it pumps up and stiffens the rear suspension—keeping the 250's height normal. When loads are removed, it relaxes.

Car handling is in no way changed by the Hydro-Pneumatic compensating spring. And it is self-contained. No maintenance or attention is ever needed.



Simpler and quicker than electrical mechanisms, the 250SE Convertible's folding top flips up or down in seconds.

Locked into the closed position, it provides all the snugness—and silence—of a sedan.

Mercedes-Benz 250 performance also comes in elegant 2-door Convertible and Coupe form...

NOT everyone needs the utility of a 4-door sedan. Those whose tastes lean toward higher style will respond to the Mercedes-Benz 250SE models shown here.

The 250SE Coupe and Convertible retain all the technical advances and bold performance described on previous pages. None of the 250's virtues are dimmed by being enclosed in these body styles.

But there are some differences.

Open bodywork on the Convertible, and the absence of central door pillars on the Coupe, might ordinarily mean lessened structural rigidity in the body. Mercedes-Benz engineers could not tolerate this. Both cars therefore use a special chassis, with more support at stress points in the body.

The result: despite their lack of extra pillars or a rigidly supported roof, the

250SE Coupe and Convertible fully equal the 4-door sedan's strength and refusal to rattle or flex. Those who have learned to be wary of convertibles or hardtops for fear of such irritations can set all worries aside. These are staunch automobiles.

Limited edition models

By their specialized nature, the 250SE Coupe and Convertible are *limited edition* models. They move along a production line geared to the pace of a custom coachmaker.

The Convertible's insulated fabric top is painstakingly hand-fitted. Erected and locked into position, it is *taut*—no billow or flutter at 70 mph. You can flip it down and into its storage bay with one hand. The hinge mechanism works with the satisfying ease of good scissors. For perfect weather sealing, side windows on both

Coupe and Convertible are chrome-edged.

Hand fitted wood

The limited-edition status of the Coupe and Convertible is underlined with generous use of hand-polished, hand-fitted hard wood trim on the instrument panel and windshield frame. Full leather upholstery is standard equipment.

Standard interior equipment includes 2-speed windshield wipers and washer, rear seat folding center armrest, electric clock, anti-glare mirror, map-reading light, illuminated glovebox and automatic cigar lighter.

Individual front seats even more deeply padded than those found in the 250 Sedan make cross-country jaunts seem almost therapeutic.

Rear seat travellers can rest their elbows on individual arm rests and flick

their cigarette ashes into individual (and padded) ashtrays. Wall to wall, both Coupe and Convertible are lushly carpeted.

Einspritzer is standard

The fuel-injected 250SE engine is supplied for Convertible and Coupe models as standard equipment.

Options: To meet certain preferences, a number of optional features can be ordered for the 250SE Convertible and Coupe. These include a 4-speed automatic transmission in place of the standard 4-speed manual shift, power steering, air conditioning, and amenities such as front seat arm rest.

For further details see the Options section of this catalog. For detailed facts and figures on all models, turn to the Specifications chart on the inside back cover.



250SE Coupe swirls around factory test track. Maximum speed is 118 mph.

No safer car in the world...

MERCEDES-BENZ considers safety a sober obligation, not a marketing problem. Without a nickel's worth of extra-cost options, these cars are conceded to be the safest passenger vehicles in the world. Research continues to make them safer yet.

Built in, not buckled on

Safety begins with the cars' basic design. The first responsibility is to *prevent* accidents. The 250 stops fast and fade-free with 4-wheel disc brakes. Its size makes it agile—and its steering is precise. There is decent power for passing, and independent suspension keeps the car planted firmly on the road. Visibility is incredible for a sedan. Fatigue is fought with orthopedically designed seats. Danger of blow-outs is minimized with super-premium grade tires.

But even this prevention is not always enough. Mercedes-Benz engineers faced the second responsibility—to minimize the danger of physical injury *should* an accident happen.

Here is how this is done in the Mercedes-Benz 250—and in every Mercedes-Benz, regardless of price:

1. The body is designed to *yield* on violent front or rear impact. Crash tests show

that shock reaching the passenger area is heavily reduced from the amount recorded at the front bumper.

2. The car's doors are designed to stay shut under the hardest blow. Safety cone door locks absorb force from *any* direction, not just in frontal collisions.



Safety-cone door locks are impregnable.

3. The steering wheel hub, sun visors, upper and lower instrument panel edges, windowsills, arm rests, even the *window cranks* are thickly padded.

4. All interior hardware is either recessed out of the way—such as door handles—or

is made of pliable material, and mounted so that under hard pressure it *yields* harmlessly. There are no sharp edges inside the car.

5. The rear vision mirror is not a rigid hazard. It snaps off if struck with force.

6. Individual front seat-backs are *locked* in place. A sudden stop won't throw them forward. They are rolled and padded on their rear edges.

7. The windshield and rear window are designed and installed to pop out on impact—away from the car. Safety glass is used throughout.

8. The steering column will not be shoved back at the driver's chest in the event of a hard frontal collision. It is designed to bend away.

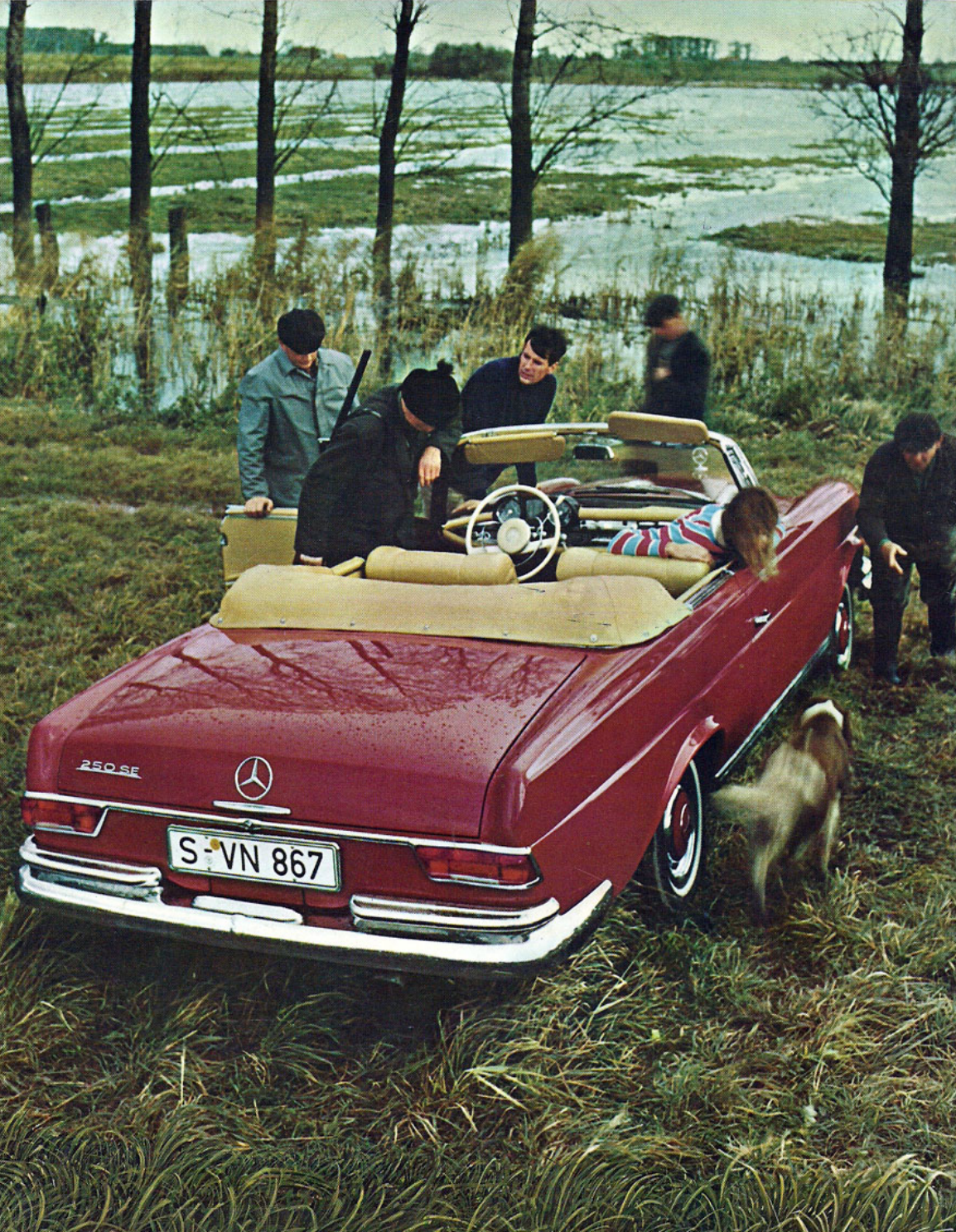
9. Seats are solidly mounted to the floor.

10. Roll-over crash tests have proved that windshield and door posts remain rigid. They form protection similar to the "roll bar" on racing stock cars. The same test using a *hardtop* model showed that the roof stayed intact.

You'll drive more securely, knowing that Mercedes-Benz engineers have faced these facts. We hope you will drive *safely*, too.

Steering wheel hub, sun visors, instrument panel edges, even window cranks are padded. Door openers are recessed, mirror is snap-off type.





250 SE



S-VN 867

Optional equipment for extra convenience...

Automatic transmission

The joys of shifting gears escape many drivers today—yet a measure of precise engine control is always useful for sudden passing, hill climbing, slick roads and other situations. Mercedes-Benz offers a 4-speed automatic, so well engineered that it can be used either as a purely shiftless transmission or like a manual gearbox.

The common torque-converter principle was found unacceptable to this transmission's designers. Power loss between engine and rear wheels was too great.



Automatic gives 4-speed flexibility.

Fuel economy suffered needlessly, they felt.

The Mercedes-Benz automatic transmission uses a *hydraulic clutch* principle. Power loss is less than 2%. There is only a niggling drop in fuel economy. And with no torque converter whirling away, shifts have the briskness of a manual transmission.

Power steering

Mercedes-Benz power steering uses a servo-booster that adds steering assistance progressively, as more and more effort is needed. You never lose touch with the front wheels. There is none of the freakish lightness and loss of road "feel" for which power-assisted steering is often derided.

Sliding sunroof

Summertime often makes hardtop and sedan owners wish they were driving convertibles. Europeans solve this longing with a sliding metal panel in the car roof—drinking in sunshine on pleasant days,

shutting up tight in foul weather. This "sunroof" option is available on 250 Sedans and Coupes. It glides open and closes electrically with the click of a switch.

Other Mercedes-Benz options: Air conditioning, leather upholstery, front seat headrests, heat-resistant window glass, between-seats arm rest and bolster. See your Mercedes-Benz dealer for a complete listing.



Electric sunroof slides shut in seconds.

SPECIFICATIONS

ENGINES	250S	250SE	
Type	6-cylinder OHV	6-cylinder OHV	
Displacement	152.3 cu. in.	152.3 cu. in.	
Bore/Stroke	3.23/3.10	3.23/3.10	
Compression ratio	9:1	9.3:1	
Carburetion	Two 2-barrel automatic chokes	6-plunger fuel injection pump, automatic start & warm-up device	
Maximum torque	157.3 ft. @ 4200 rpm	173.6 ft. lbs. @ 4500 rpm	
Alternator	3-phase AC, 490 watts max.	3-phase AC, 490 watts max.	
Maximum rpm	6000	6500	
Maximum speed	112 mph	118 mph	
TRANSMISSION			
Clutch	Single plate dry clutch		
Standard trans.	Daimler-Benz 4-speed, fully synchronized		
Rear axle ratio	3.92:1		
STEERING	Daimler-Benz steering, automatic adjustment and steering damper, 3/4 turns lock to lock		
CURB WEIGHT	3175 lbs.	3263 lbs.	
DIMENSIONS	SEDAN	COUPE	CONVERTIBLE
Overall length	192.91"	192.13"	192.13"
Wheelbase	108.27"	108.27"	108.27"
Overall width	71.26"	72.64"	72.64"
Overall height	56.69"	55.91"	56.3"
Tread, front	58.35"	58.35"	58.35"
Tread, rear	58.46"	58.46"	58.46"
Headroom, front	37.8"	37.2"	37.2"
Headroom rear	34.06"	33.9"	33.9"
Interior width, front	61.02"	60.43"	60.43"
Interior width, rear	61.02"	52.95"	52.95"

All illustrations and specifications contained in this brochure are based on the latest product information available at time of publication approval. Mercedes-Benz reserves the right to make changes at any time, without notice, in colors, materials, equipment and models.

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