

200
220



Mercedes-Benz







200 220

The Mercedes-Benz range is shaped to include cars to meet all demands. It is divided into two main groups.

The first one ranges from the 200 D to the 250 CE. The second covers models from the 280 S to the 300 SEL 6,3. Above this is the Mercedes-Benz 600.

The 200 D and 220 D, with their diesel engines, occupy a special position in the first main group.

The two main groups are distinguished by different body shapes and sizes (the 280 S/SE also has a roomier interior). All models vary slightly in technical specification, equipment and driving performance.

There is no difference in the quality of materials or workmanship, nor in safety equipment or research investment.

For comparison purposes, detail specification and price are the standards which will determine the model best suited to meet individual requirements.

In the first main group, (from the 200 D to the 250 CE) there are two fast, reliable cars with particularly flexible and economical four-cylinder carburettor engines: the Mercedes-Benz 200 and 220.





These cars, which have outstanding driving characteristics, are ideal in city traffic or on cross-country journeys, because of their size and speed.

They are economical, thanks to the cross-draught carburettor which works on the "Constant Vacuum Principle."

The amount of fuel is metered in exact proportion to the air intake. Fuel consumption remains moderate even when the car is driven hard.

The Mercedes-Benz 200 has a power output of 105 gr. HP/SAE at 5000 rpm (95 bhp/DIN at 4800 rpm), and maximum torque of 17.1 mkp/SAE at 3000 rpm (15.9 mkp/DIN at 2800 rpm).

The basic construction of the Mercedes-Benz 220 is the same as that of the Mercedes-Benz 200. The only difference is the greater engine capacity, due to larger piston displacement: 116 gr. HP/SAE at 5000 rpm (105 bhp/DIN at 4800 rpm), maximum torque 19,6 mkp/SAE at 3000 rpm (18.2 mkp/DIN at 2800 rpm).

Mercedes-Benz cars are compact but not cramped for space. They are designed outwards from the interior. There is enough room for five people to be comfortable, while the exterior dimensions are such that handling in heavy traffic is easy.

Seats

In a Mercedes-Benz, the driver's reactions are not impaired by incorrectly-shaped seats. The seats are body-contoured with firm lateral support. The seat springing is matched to the suspension and both are equally effective at all speeds.

Mercedes-Benz fit firm-based seats with soft cushioning to support the body. The semi-fluting separated by double seams; a special filling, a rubberised hair backing, interlocking steel springs; these guarantee that the seats are ventilated and that any moisture is absorbed. The position of the driver in relation to the steering wheel is anatomically correct. This is a great asset on long journeys. The front seat backrests recline.

Passengers in the rear have ample legroom even when the front seats are right back.

Heating and Ventilation

are combined in a highly effective system which enables the direction and temperature of the air flow to be adjusted over a very wide range. When the outside temperature is as low as -20°C the interior can be heated to 25°C .

Suspension

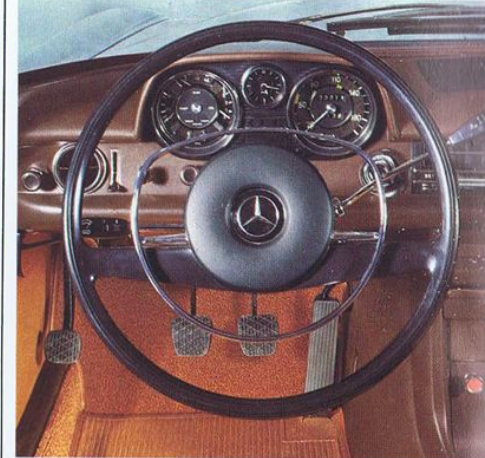
The Mercedes-Benz diagonal swing axle is ideal for a car of this size and it ensures that the ride is neither too hard nor too soft. Fatigue-inducing vibrations are eliminated.

Bumps in the road are ironed out by the rubber mountings of the axle supports and they are not transmitted to the body of the car.

The front axle has an anti-dive control.

Anti-roll bars eliminate unpleasant roll in bends.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) operate evenly, even with heavy loads. The non-friction mechanism of the Mercedes-Benz re-circulating ball-type steering makes it light yet positive. Movements of the steering wheel are transferred directly and accurately



Easy-to-read instruments well within the driver's field of vision. The steering wheel is correctly positioned.

to the front wheels, giving direct contact with the road, ensuring safety, even on wet and icy surfaces.

The steering damper absorbs road shocks without passing them on to the steering wheel.

Because of its steering, the car is more manoeuvrable than many smaller vehicles.

Bodywork

A Mercedes-Benz is easier to park than many smaller cars, and because of its compact overall size it is easy to handle in traffic. There are four large doors and a spacious, illuminated, easily-accessible luggage compartment.

Between the axles and bodywork there are rubber mountings and the bulkhead between the engine and passenger compartment is sealed, so the car is very quiet and almost free from vibrations.

Mercedes-Benz do not believe in showy interior fittings.

Non-dazzle materials are better than visual opulence.

Oddments tray, illuminated glove compartment, map pockets on front doors, large rear window shelf, four padded arm rests, centre arm rest on rear seat, tough carpets – these are just a few examples of Mercedes-Benz functional comfort.

Mercedes-Benz passenger cars have that "special something" in comfort, all-round visibility and relaxation which are indispensable to the driver.



Contoured seats with infinitely adjustable backrests (reclining seats).

The research department. Various types of sound tests are carried out here.







**Test Drive: "The unexpected often happens." Obstacles are flung into the path of the unsuspecting driver.
Speed: 60 km/h.
How does he react?
All of the driver's reactions are measured.
This helps to improve the design of brakes, steering and axles.**

One can talk about safety, one can apply lavish rubber padding, or one can attack the safety problem at its roots. The last method is difficult and expensive, but more responsible, even though the results of serious safety research are not immediately obvious.

In a single year of testing, Mercedes-Benz drove 80 new cars on to the scrap heap in many varied ways, to solve various problems.

For example, after many series of tests, Mercedes-Benz developed an instrument panel which deforms progressively according to the force of impact, thereby largely eliminating serious injuries.

Foam padding is, in itself, the least important part of the Mercedes-Benz instrument panel protection.

The Mercedes-Benz safety-cell principle was developed through countless crash tests in the course of systematic and scientific safety research. Mercedes-Benz do not rely on the reduced rigidity of the front and rear sections, which can be expected to absorb energy.,

The decisive factor is that the maximum amount of impact is absorbed in distorting the bodywork, while the passenger compartment remains rigid and undamaged.

In its issue No. 4, 1969, the German motor magazine "Auto Motor Und Sport" says:

Expiry of "crumple" patent

On January 23rd 1969 a piece of car safety became legally accessible to all automobile manufacturers.

This was the expiry date of the Mercedes-Benz patent on safety design for car bodies, which involved a distortion-resistant passenger cell and progressively yielding impact-absorbing zones at the front and rear of the car. This safety design was rapidly recognized by other automobile manufacturers as the best yet developed. It has been imitated for years all over the world.

In this instance the firm of Daimler-Benz generously overlooked infringements of patent rights, so as not to curb the others' safety efforts.

In any case they know in Untertürkheim that although the crumple principle is easy to understand, it is very difficult to put into practice.

Even Mercedes-Benz needed years of

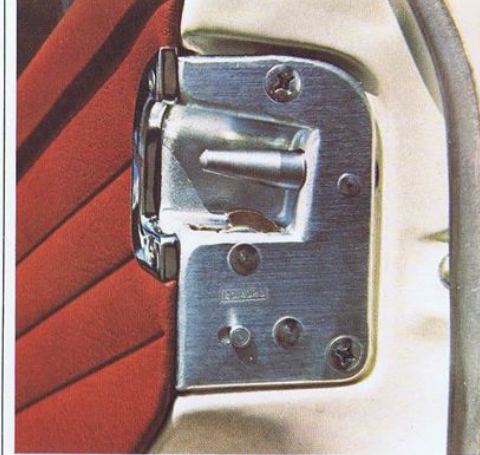
development work before it could give the kind of perfect crash and crumple demonstrations already seen on several occasions in Untertürkheim by the press and hence by the public. With the expiry of the patent this safety design will now probably be seen more often in the advertising campaigns of competitors.

Mercedes-Benz safety is a system based on scientific research.

Its individual elements are all interdependent. It is a system which is forever being extended and perfected.

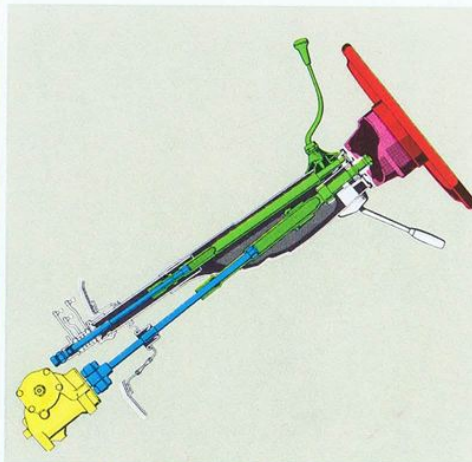
Here are just a few examples:

The Mercedes-Benz safety door locks will not suddenly burst open in case of an accident (hence preventing passengers being flung out), and do not jam, so that the doors can be opened quickly after an accident.



Clearly recognizable: the strong pins of the safety door locks. This is yet another of the Mercedes-Benz patented features.

The safety steering has a large padded boss on the centre of the steering wheel with an impact absorber under the padded boss, a telescopically collapsible steering column with the steering box located well behind the front axle. This avoids the dangerous "impaling" effect of the steering column in a crash.



Steering without "impaling effect" Steering column telescopes under impact impact absorber under the large padded boss on the steering wheel The impact absorber has been patented.

Straight-line stability and reliable road holding – a result of independent wheel suspension and separate location – are indispensable factors in driving safety. Anti-roll bars on the front and rear axles eliminate unpleasant rolling in corners.

The dual-circuit servo-assisted braking system has disc brakes all round which can be subjected to continuous stress, are effectively cooled, self-adjusting and ensure uniform braking without swerving. A warning light indicates failure of a brake circuit.

The parking brake with extra brake shoes and brake drums.

And much more

The anatomically correct driving position eliminates fatigue and keeps the driver's reflexes intact. Firmly anchored "breathable" seats are contoured to provide lateral support, seat springs and vehicle suspension are perfectly tuned.

Steering damper absorbs road jolts, rubber mountings on the axle supports absorb unevennesses in the road, gas-filled telescopic shock absorbers guarantee constant operation.

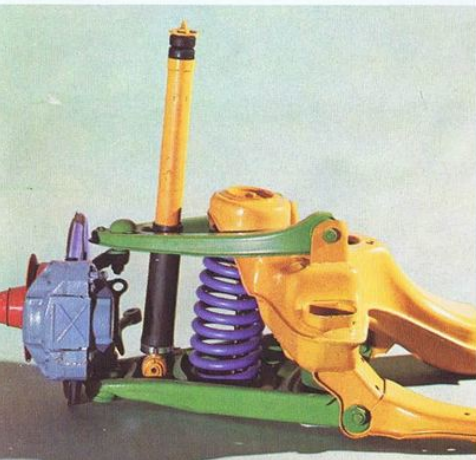
Today, Mercedes-Benz' intensive research goes beyond the automobile itself

The second decisive factor being tested is man and his reactions.

Mercedes-Benz sends its vehicles on to the test track with everyday drivers at the wheel.

Unexpected hazards are simulated by experts. All reactions are noted. From the results of these tests it is possible to calculate the average reaction of the average driver.

The experience gained is then put into practice, to produce even better designs.



Front axle:

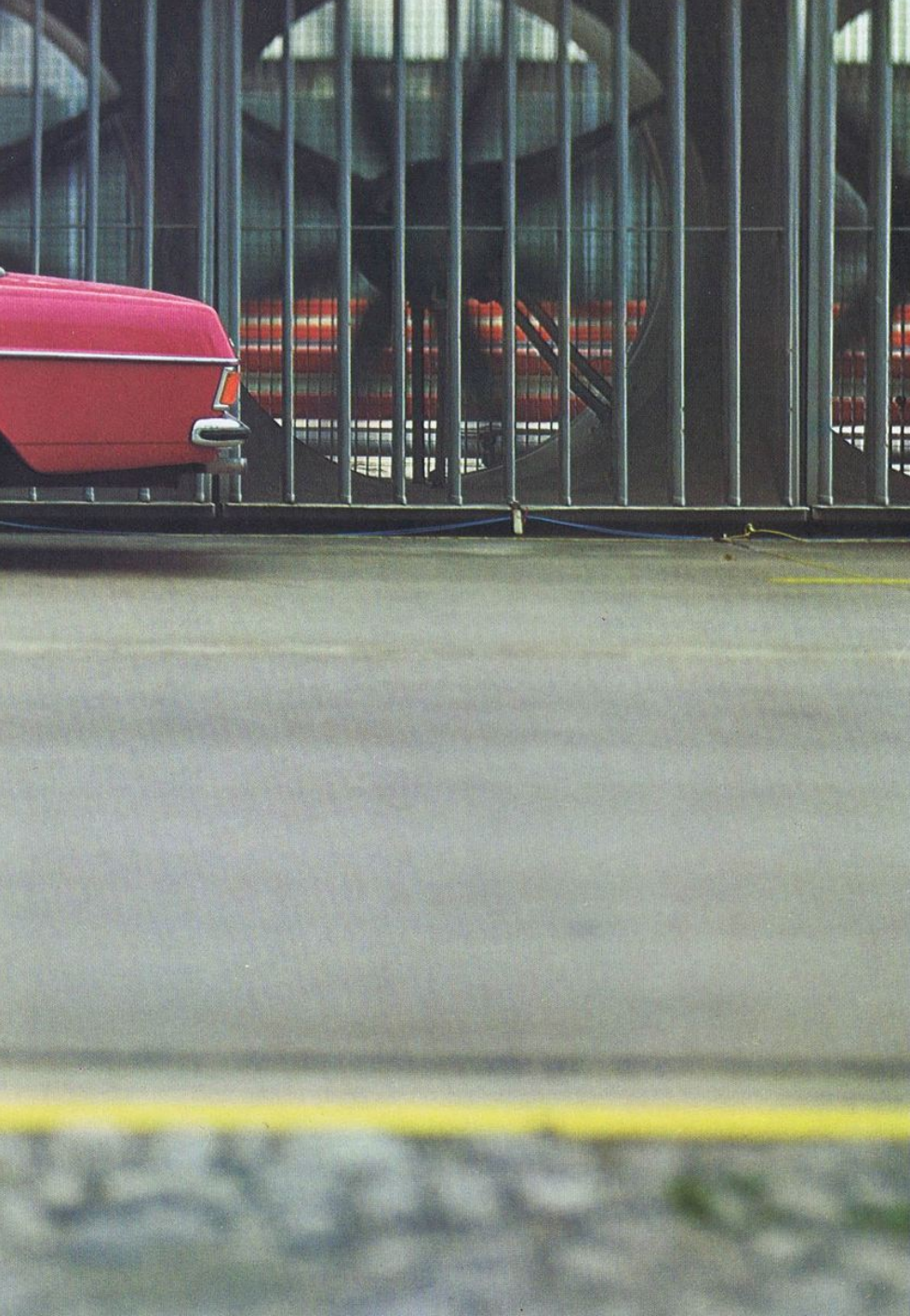
Sturdy axle supports, strong triangular wishbones and very large disc brakes, gas-filled telescopic shock-absorbers, anti-dive control, anti-roll bar the safety system on the front axle.

Rear axle:

Diagonal swing axle, rugged all-round welded axle support, all-round welded semi-trailing arms, separation of driving and supporting elements. Anti-roll bar.







**The proving ground in Untertürkheim:
Huge blowers produce cross winds up to
force 9. Here the aerodynamic bodywork
with its low centre of gravity shows its
excellent road holding qualities. This is
important at high speeds on motorways.**

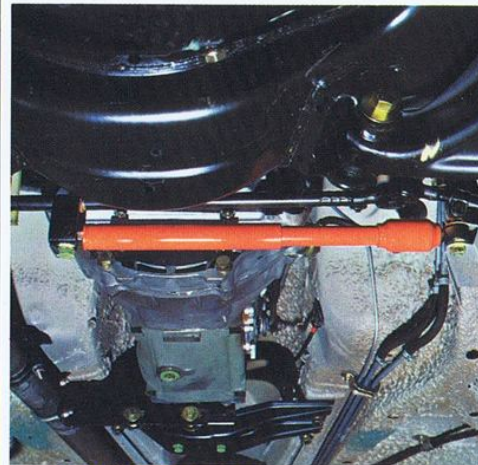
Mercedes-Benz does not produce racing cars for family men.

Mercedes-Benz builds cars to constant design principles, with above-average cruising speeds and performance not restricted to dry roads and good weather conditions.

Acceleration in the medium speed range is just as important.

For example, when it is necessary to accelerate quickly from 60 km/h to 90 km/h so as to overtake safely. In this instance the responsive yet economical 4-cylinder carburettor engines of the Mercedes-Benz 200 and 220 models, with their high torque and above-average power reserves, show their mettle.

Until now this characteristic of the 4-cylinder engines – provided by the carburettor system – could only be found in 6-cylinder models.



Finishing touches to the technical equipment: All Mercedes-Benz cars have a hydraulic steering damper.



Important when overtaking. The anatomically-correct relationship between the steering wheel and driver's seat. Good overall view of traffic through large windows.

The unsophisticated cross-draught carburettor employs the "Constant Vacuum Principle."

The amount of fuel is metered in exact proportion to the air intake.

The engine responds immediately.

This means: fast acceleration from low engine speed, good pulling power, no hesitation even with changing load. Behaviour similar to that of injection engines.

This modern carburettor system is matched with the rest of the engine conception: forged crankshaft within 5 multi-layer steel-backed bearings, connecting rods also in multi-layer steel-backed friction bearings, silent, chain-driven, overhead camshaft with automatic adjustment, and much more.

The suspension is efficient at all speeds.

Here are some examples, representative of the many features:

The Mercedes-Benz diagonal swing axle

Accurate wheel location by means of semi-trailing arms, exceptionally good track-holding properties and maximum stability in corners.

Comfortable but not too soft suspension. While one wheel follows the bumps in the road, the other runs straight ahead independently. This is why the Mercedes-Benz diagonal swing axle is so much better than any other rigid axle.

Straight-line stability

The wheels are individually suspended on the semi-trailing arms of the rear axle and on the triangular wishbones of the front suspension, they do not tend to come off course even on very bumpy roads, thus considerably reducing the driver's steering effort.

Cornering stability

Due to their neutral driving characteristics and perfect steering response Mercedes-Benz cars take corners smoothly and make constant steering corrections unnecessary.

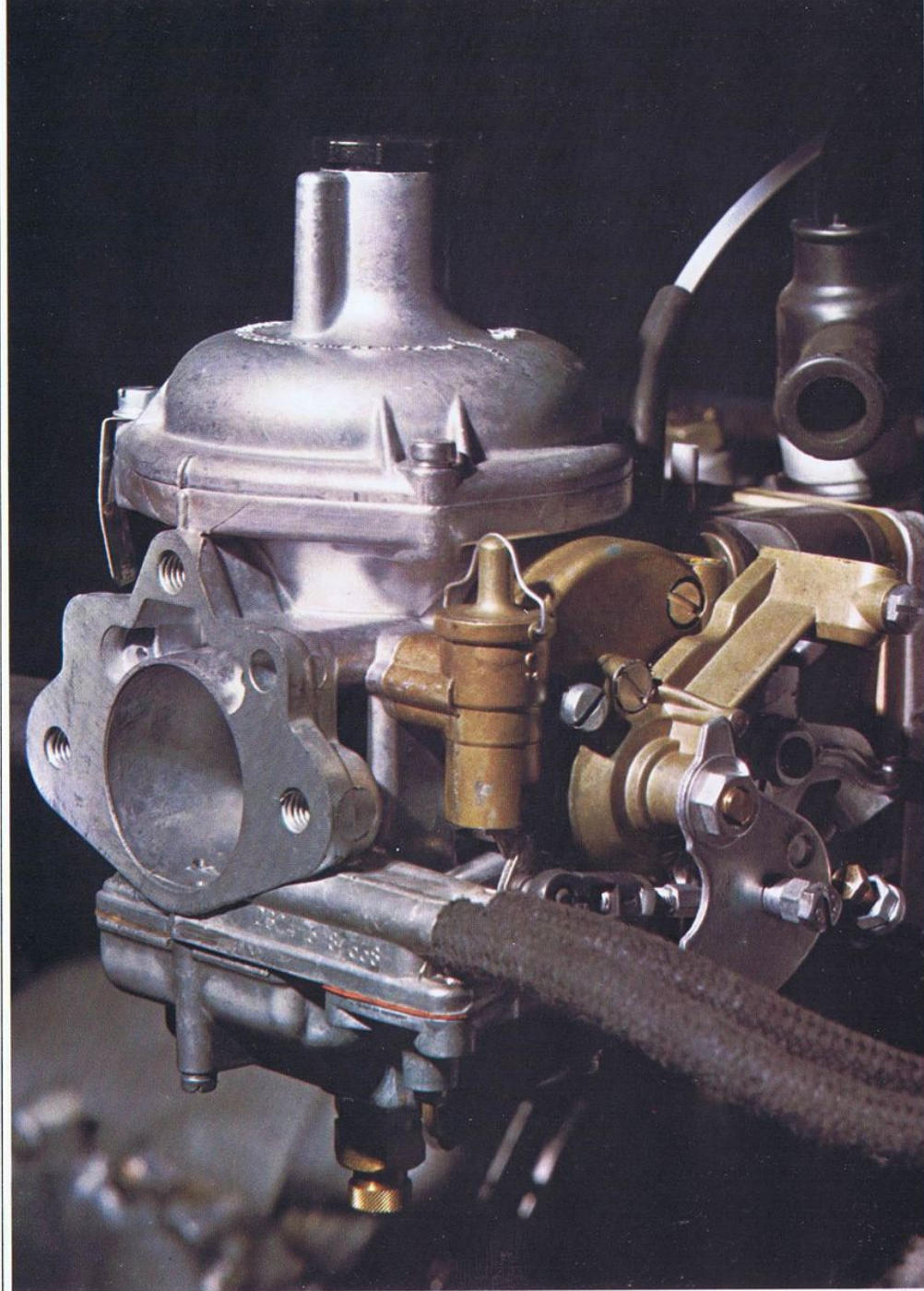
Anti-roll bars on both front and rear axles prevent unpleasant rolling. A hydraulic steering damper absorbs road jolts, so that they are not transmitted to the steering wheel. Together all these features make for easy travelling, even on twisting roads.

Reliable road holding and maximum side-wind stability. In Mercedes-Benz cars wide track, long wheelbase and low centre of gravity are combined ideally with streamlined bodywork and a well-co-ordinated chassis with independent wheel suspension.

This perfect technical layout is matched to maximum comfort.

A 500 or 1000 km journey is still a pleasure in a Mercedes-Benz.

Fuel-air mixture supplied by cross-draught carburettor. Unsophisticated yet very efficient layout. Prompt response to pressure on the accelerator pedal, similar to that of injection pumps.







**The test car of our research department:
Sounds that even the driver cannot possibly
hear are recorded in the test car. Standard
cars can only be said to be reliable
if they are regularly tested.**

Reliability

A reliable car is one which functions perfectly and operates without trouble over a long period of time. Mercedes-Benz cars are reliable.

Seats.

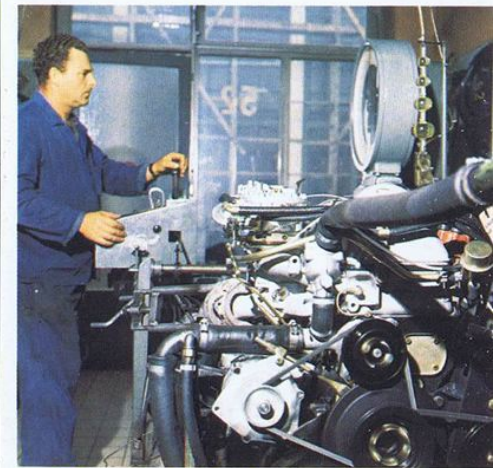
Seat springs and door locks are subjected to continuous tests, equivalent to a journey of 400,000 km.

4 doors which really fit

The deep thud when closing the doors is not an acoustic gimmick, but a sign that the doors fit properly. Mercedes-Benz employ experts whose only job is to check the measurements of doors.

All electric units

(headlights, starter motor, dashboard lighting etc.) are separately earthed, which is more expensive, but also more reliable.



Every engine is checked on the test bench. Scavenging run with continuous oil exchange and dynamometer test come next. Random tests are not enough.

All parts

supplied by outside contractors are subjected to a strict test before being installed, although they have already been inspected by the manufacturers. For example, a high percentage of every batch of rubber sleeves for the constant-velocity rear axle joints, must undergo a 100-hour test in an oil bath. The batch is only released for production when it has passed this test.

Every single rear axle

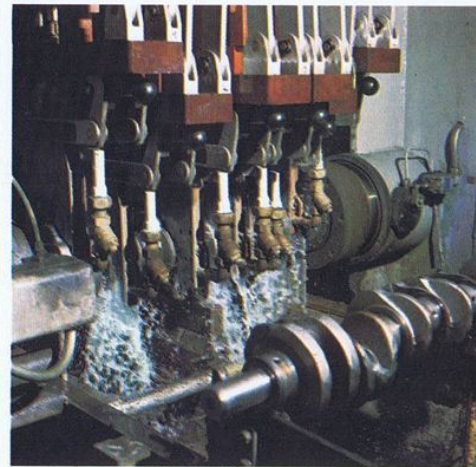
undergoes 4 different tests after it has been assembled, to see that it is tight.

Every engine, transmission and axle is subjected to extensive test runs under varying conditions.

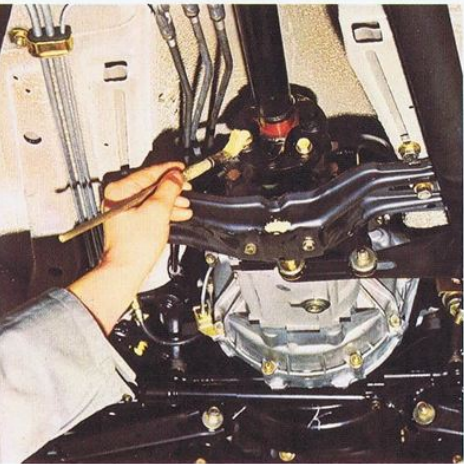
Only after they have withstood these trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.

Safety knob

The door is only shut properly if the arrester knob for the door lock can be pushed down.

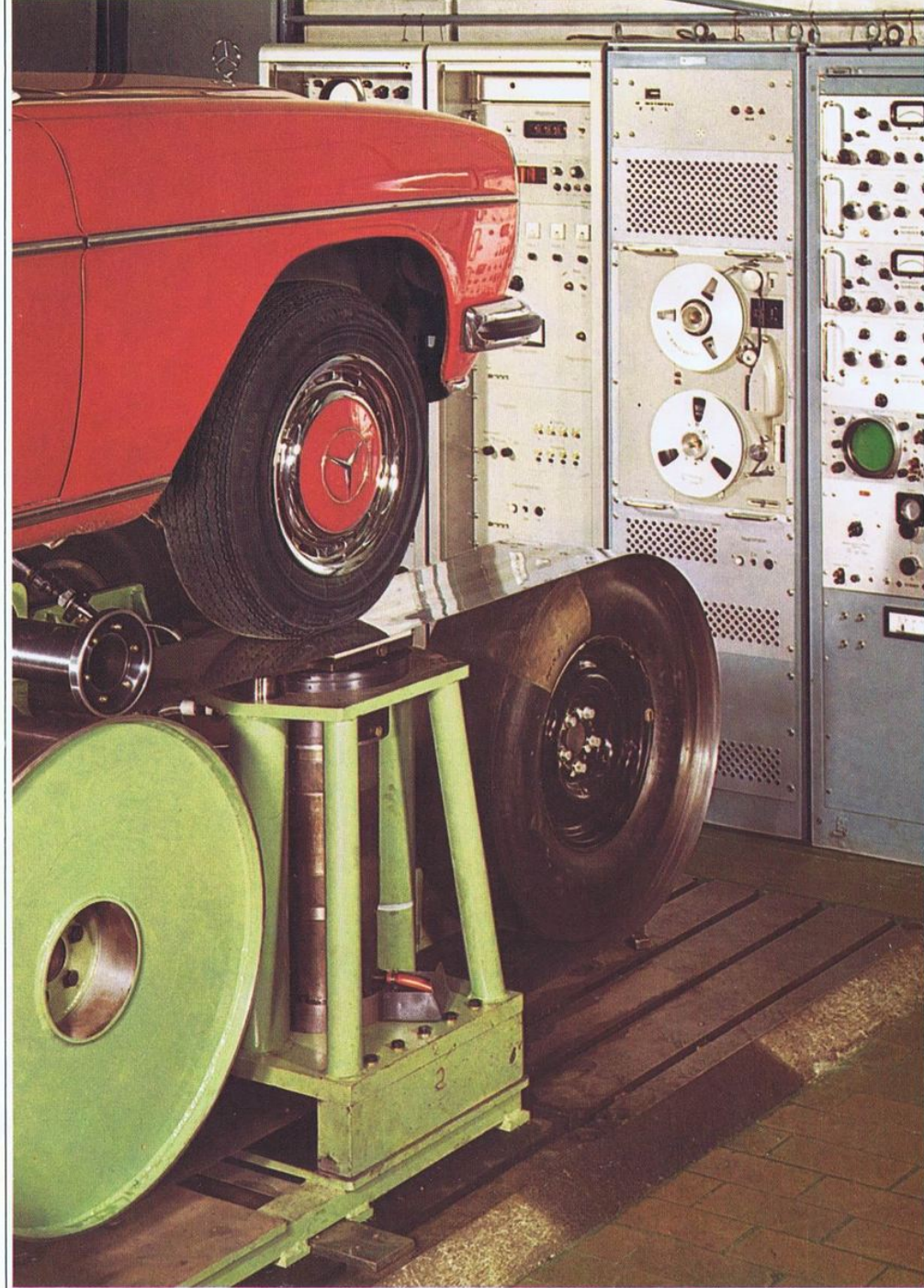


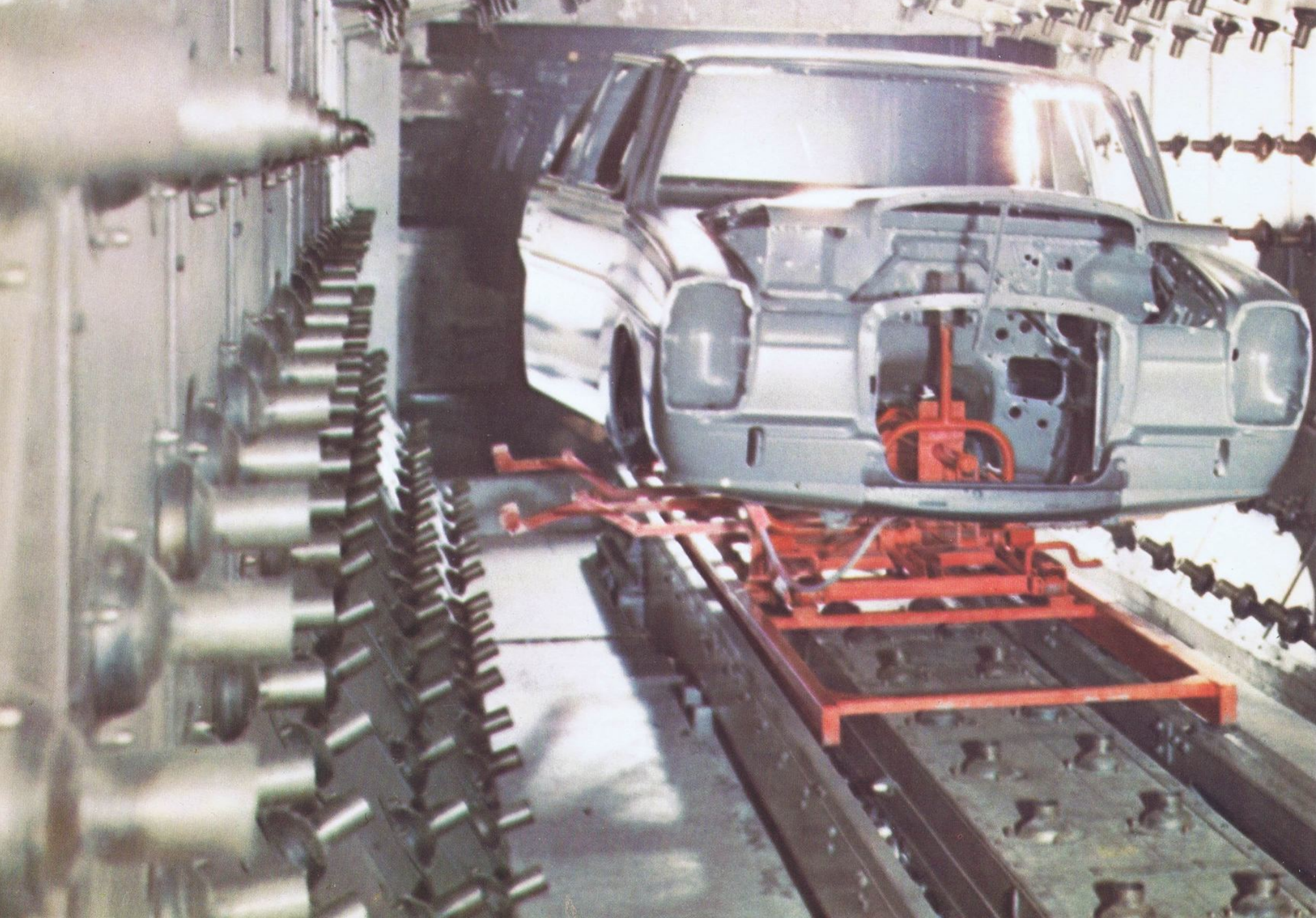
Inductive crankshaft hardening means that the important points receive particular attention without the surface structure being affected. Nothing is left to chance.

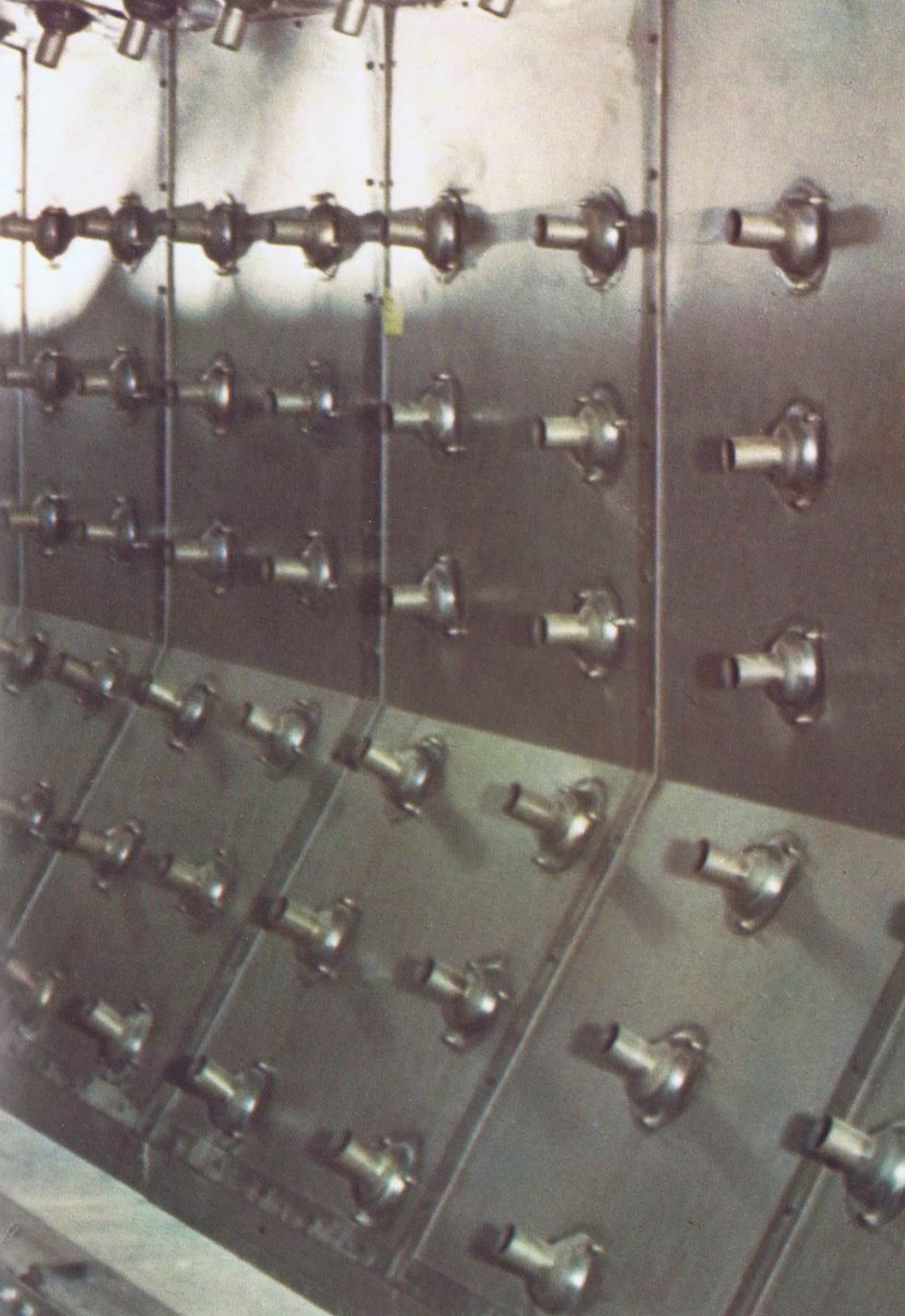


Screws which hold vital sections are tested individually by hand at the end of the production line. A red coloured seal means: test passed, released.

It is only possible to build reliable automobiles on the basis of thorough investigation and development work, and for this purpose specially-constructed test stands are just as important as electronic storage apparatus. The reliability of a Mercedes-Benz is a result of the outstanding quality of all its components.







The lasting value of a Mercedes-Benz begins with a perfect surface finish. The paint shop at Mercedes-Benz is one of the most modern in the world.

Lasting Value

Lasting Value

Lasting value in a car means that years of service do not detract from its value to any great extent.

In other words, that a high resale price can be obtained. Mercedes-Benz cars have lasting value.

Body shape

Fashionable appearance will always attract certain buyers.

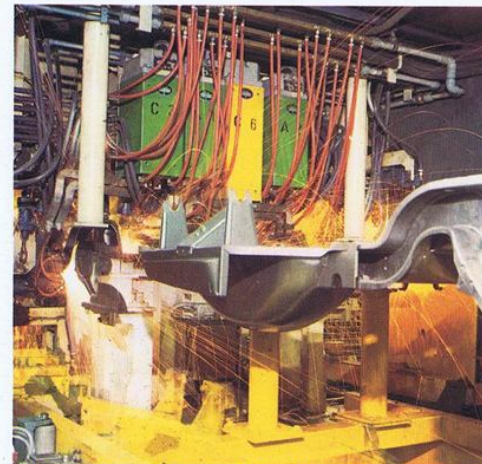
Mercedes-Benz, however, cannot afford to follow this trend.

New models with the three-pointed star are only introduced when genuine technical improvements have been made.

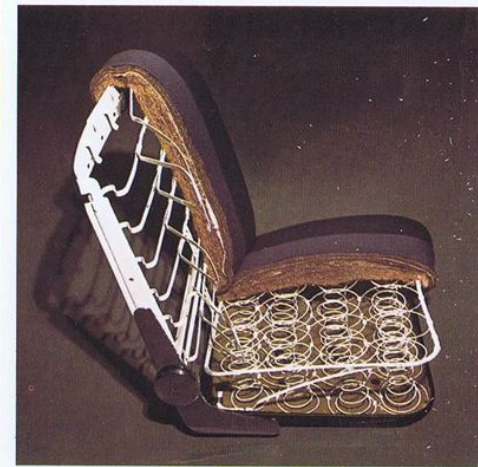
Frequent model changes mean that a car's obsolescence already begins when it is brand new. This is particularly true of body styling. For this reason Mercedes-Benz do not have bodies which are attractive today and out-of-date tomorrow. They are modern but not modish. The only shape which lasts for years is the "right" one.

It lasts a long time – as long as a Mercedes-Benz.

Lasting value means that the quality of material and workmanship must be equally high.



The bodywork is welded together in a completely automatic process with thousands of welding points. Modern welding machines carry out the job more evenly and hence more safely than the most skilled specialist.



Mercedes-Benz seating. On top: the covering. Next: intermediate layer. Then the porous but firm rubberized hair mat, and finally the progressively-operating steel spring core.

The Paintwork

Mercedes-Benz cars are given a particularly hardwearing covering of paint (around 20 kg. per vehicle).

After the application of phosphates and the passivation, up to five coats are applied. These are organically co-ordinated.

First comes a primer, then the second primer followed by a protective coating, then the basic coating, and finally the special top coat.

Permanent undersealing

(around 14 kg. per vehicle) of the undercarriage, the fenders, the sills and the underside of the front section.

The extra protective wax coating

for the engine compartment and the whole underside of the vehicle, including axles, drive shaft, fuel and brake lines.

Hollow parts which become inaccessible

after assembly are coated with zinc paint before assembling to prevent interior corrosion.

The axle housings and engine block
are coated inside with a special heat and oil-resistant paint developed by the Mercedes-Benz research laboratory.

Sheet metal joints must be scrupulously clean

All joints, no matter how small, are sealed on the inside as well as the outside. This is not only for the sake of appearance, but also to make sure that corrosion cannot set in.

Continuity of Mercedes-Benz models
results in high resale prices, maximum precision and reliability in manufacture.

Ruthless inspection

5% of all personnel in car production are engaged in quality control. They have to weed out everything which does not come up to the required standard, and they really do this.

Service

Mercedes-Benz has over 3700 service stations in 162 countries, with experienced specialists who have frequent refresher courses given by factory experts. A reassuring feeling, especially for holiday journeys.

In a Mercedes-Benz car important chassis components are not just pressed steel sections. For example, the semi-trailing arms on the rear axle are welded together from two parts. This means that they last longer, as they are waterproof and thus protected from corrosion.



Basic Equipment

Axles

Front axle:
Axle support with double wishbones
and anti-dive control,
Rear axle:
Mercedes-Benz diagonal swing axle.

Transmission

Fully synchronized 4-speed transmission
with steering column or floor shift,
self-adjusting diaphragm spring clutch.

Suspension

On front and rear axle two coil springs,
one anti-roll bar.
Two double action hydraulic telescopic
shock absorbers front and rear.

Windscreen

Screen washer, foot-operated, with wiper
contact, 2-speed windscreen wipers,
butterfly type, operated by the combination
switch on the steering column.

Lighting System

Parking lights, assymetric low beam
(dimmer), high beam headlights, foglamps,
side indicator lights, reversing light,
infinitely variable instrument lighting,
luggage compartment light, interior lights
with door contacts and hand switch,
lighting for ashtray and heater control.

Brakes

Disc brakes on all four wheels, dual circuit
power braking system, parking brake
with additional brake shoes and brake
drums, brake-failure warning light.

Steering

exact, light recirculating ball steering,
steering damper, large padded steering
wheel boss, impact absorber under the
padded boss, telescopically collapsible
steering column, steering box located well
behind the front axle.

Bodywork

Frame floor unit firmly welded to the body,
rigid, torsion-resistant passenger
compartment (safety cell), energy-absorbing
front and rear sections, optimal vision on all
sides, panoramic safety glass widows,
four doors, easy to close, rubber strip
inserts on both sides, bumpers with broad
rubber inserts.

Seats

Anatomically contoured seating firmly
anchored, shaped to give hip support,
seat springing, vehicle suspension and
sitting position carefully tuned, front seats
adjustable forwards or backwards, plus also
angle of backrest reclining seat fittings.
On request, bench seat with fixed backrest.

Signalling system

Headlight flasher, self-cancelling indicators,
operated by the combination switch on the
steering column, 2 high-frequency horns,
brake lights, indicator warning lights.

Instruments

Instrument panel padded, yielding on
impact, speedometer, oil pressure gauge,
fuel gauge, water temperature gauge,
indicator lights for parking brake,
for functioning of both brake circuits,
for battery, indicators, high beam and fuel
reserve, electric clock, total mileage,
recorder, daily mileage recorder.

Heating and Ventilation

Continuous warm or cold air flow,
dust and draught free, with additional
booster for windscreen, front and rear
foot wells, air volume and air distribution
for warm and cold air infinitely variable up
and down, heating separately controlled
for right and left sides, right and left of the
instrument panel, adjustable spherical vents
for warm and cold air, large fresh-air
opening in the middle of the instrument
panel, infinitely variable adjustment to right
and left.

Locks

Safety locks on all doors with a child-proof
locking system on the rear doors, luggage
compartment lid lock, steering wheel
lock combined with ignition and starter
switch, master key for the doors,
ignition lock and luggage compartment,
second key for doors and ignition only.

Miscellaneous

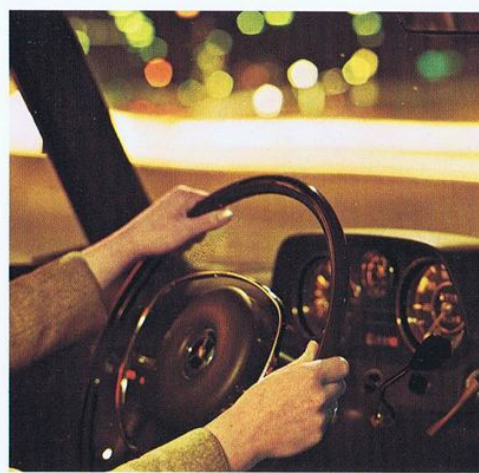
Parcel tray between front seats, pockets in the front doors, glove compartment, rear window shelf, rear view mirror, adjustable to anti-glare position, added sun visors with vanity mirror on passenger side, grab handles on roof frame, clothes hooks on grab handles, added armrests on doors, centre armrest on rear seat, cigar lighter, ashtrays on the front and rear, anchorage points for safety belts front and rear, carpet, wing lugs front and rear. Further details are contained in our catalogues Mercedes-Benz Special Equipment, and Mercedes-Benz Automatic Transmission, Power Steering and Air-conditioning.



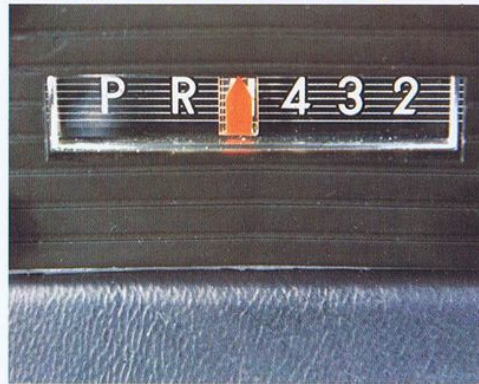
Contents not binding,
subject to modifications.

Optional

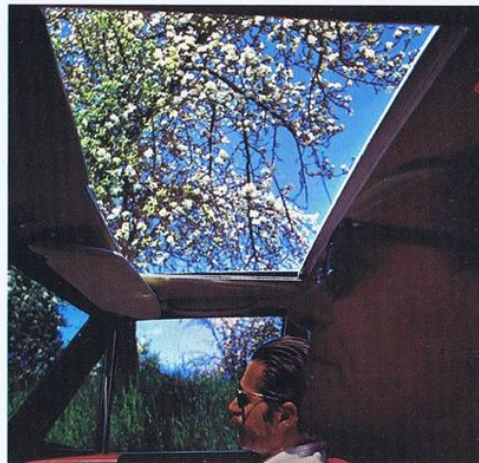
Mercedes-Benz cars are very well equipped and offer maximum comfort. If you want to personalize your Mercedes-Benz car and give it individuality, there are many extras available.



Mercedes-Benz power steering



Mercedes-Benz automatic transmission



Sliding roof

Mercedes-Benz power steering

Mercedes-Benz power steering makes driving easier. This becomes obvious when parking and in narrow bends. Hydraulic equipment reduces the power required at the wheel, also the number of turns. In spite of this, feel for the road is maintained under all conditions.

Mercedes-Benz automatic transmission

either with steering column or floor shift. You can drive at speeds dictated by the traffic flow without having to change gear or operate the clutch. When overtaking you need only to "kick-down" the accelerator into what is called the forced-throttle position in order to obtain the necessary speed. The automatic transmission then changes into the appropriate gear and, after overtaking, automatically changes back. Gear changing takes place without interruption of the power flow. This is one of the greatest advantages of Mercedes-Benz automatic transmission.

Self-levelling suspension

The rear of the car is raised automatically according to the load (e. g. with a trailer and on journeys with a fully loaded rear compartment), so that a Mercedes-Benz car is always level. The camber of the rear wheels hardly changes. Even with a really heavy load at the rear the angle of the headlights is not affected.

Sliding roof

The steel sliding roof on a Mercedes-Benz car is weatherproof and maintenance-free. There are mechanically or electrically operated versions.

Electrically heated rear window

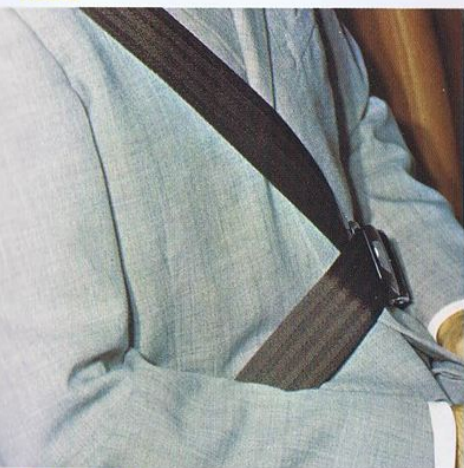
An electrically heated rear window can be de-iced more quickly and does not steam up



Safety headrests



Radio



Safety belts

Safety headrests

The Mercedes-Benz headrests can be adjusted in height or backwards and forwards. They provide a wide or narrow contact surface according to adjustment. Apart from increased comfort (muscle-relaxing head support) they are also a safety precaution for driver and passengers, since they protect the neck from injury in collisions.

Radios

A car radio is useful not only for the comfort it gives. Programmes bring regular reports about road conditions, traffic hold-ups, diversions, etc. Thus by finding out beforehand you can avoid annoying delays.

At the factory, Europa, Mexico and Grand Prix models are installed, and for foreign markets Brescia or Monte Carlo are available. Any other makes can be installed later at Mercedes-Benz branches or agencies.

Safety belts

No other special equipment had such difficulty fighting against prejudice. Today, the effectiveness of safety belts is undisputed.

From the experience gained in systematic scientific investigation concerning safety belts, Mercedes-Benz fit a three-point safety belt which holds both the upper and lower part of the body firmly in the seat in case of an accident. Thus passengers are kept from being flung against the interior of the car and are protected to a high degree against resultant injuries.

Here are a few more examples: air-conditioning, mechanical or automatic aerial, MB Tex or leather upholstery, orthopaedic backrests, whitewall tires, set of suitcases, special paintwork in one or two tones, Halogen extra long-distance headlight instead of standard fog lamps, and much more.

Further details are contained in our brochures on:
Mercedes-Benz Special Equipment and Mercedes-Benz Automatic Transmission, Power Steering and Air-Conditioning.



Technical Data

	Engine	Mercedes-Benz 200	Mercedes-Benz 220
Number of cylinders		4	4
Bore/Stroke		3.43/3.29 ins.	3.43/3.64 ins.
Total displacement		121.3 cu. ins.	134 cu. ins.
Engine output acc. to SAE		105 gr. HP/5,000 rpm	116 gr. HP/5,000 rpm
Engine output acc. to DIN ¹⁾		95 net b.h.p./4,800 rpm	105 net b.h.p./4,800 rpm
Max. torque acc. to SAE		124 ft. lbs./3,000 rpm	142 ft. lbs./3,000 rpm
Max. torque acc. to DIN ¹⁾		115 ft. lbs./2,800 rpm	132 ft. lbs./2,800 rpm
Compression		9	9
Oil capacity crankcase max./min.		7.9/5.3 Imp. pts.	7.9/5.3 Imp. pts.
Capacity of cooling system		18.8 Imp. pts.	17.8 Imp. pts.
Generator		14 V/35 A	14 V/35 A
Battery		12 V/55 Ah	12 V/55 Ah
Max. speed		approx. 99 mph.	approx. 104 mph.
Tyres, tubeless		6.95 S 14/175 S 14/4 PR	6.95 S 14/175 S 14/4 PR
Fuel		Premium	Premium
Fuel consumption acc. to DIN 70030 ²⁾		26 m.p. Imp. gals.	25.5 m.p. Imp. gals.
Tank capacity		14.3 Imp. gals.	14.3 Imp. gals.
incl. reserve		approx. 2 Imp. gals.	approx. 2 Imp. gals.
Weights			
Kerb weight		2,920 lbs.	2,920 lbs.
Permissible total weight		4,065 lbs.	4,065 lbs.
Trailer load with brake ³⁾		2,645 lbs.	2,645 lbs.
Trailer load without brake ³⁾		1,545 lbs.	1,545 lbs.

¹⁾ The output given in net b.h.p./DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power used for operating auxiliary units not required to operate the engine.

²⁾ Technical data acc. to DIN 70020 and 70030. Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (68 mph.) on an even road, plus 10%.

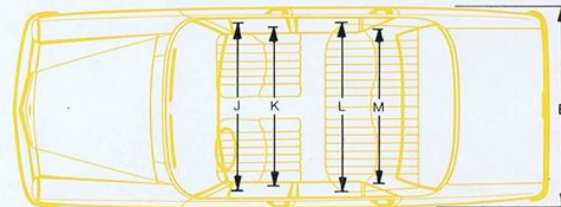
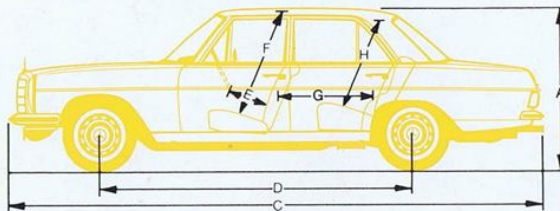
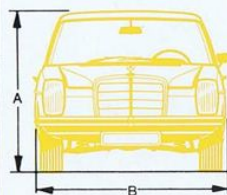
This method is used by all German automobile manufacturers.

The consumption values quoted are therefore calculated under the same conditions and provide a real basis for comparison. However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc. Fuel consumption according to DIN 70030 is therefore only a comparative value and not the actual amount of fuel consumed.

³⁾ The weights quoted are maximum weights. By reason of legal stipulations in various countries outside the Federal Republic of Germany other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.

The contents are not binding and the right is reserved for modifications.



A Overall height, unloaded	56.7 ins.
B Overall width	69.7 ins.
C Overall length	184.5 ins.
D Wheelbase	108.3 ins.
E Steering wheel - driver's seat backrest ⁴⁾	13.4 ins.
F Seat height, unloaded, front	37.8 ins.
G Driver's backrest - rear seat backrest ⁴⁾	32.1 ins.
H Seat height at rear	34 ins.
J Width at centre of upholstery, front	58.7 ins.
K Width at shoulder height, front	55.5 ins.
L Width at centre of upholstery, rear	58.5 ins.
M Width at shoulder height, rear	55.3 ins.
Track width, front	56.85 ins.
Track width, rear	56.69 ins.
Turning circle diameter	35.6 ft.
Boot space	approx. 20.5 cu. ft.