



**200 D**  
**220 D**

Mercedes-Benz







# 200 D 220 D

Mercedes-Benz builds two cars with maximum comfort yet greatest possible economy: the 200 D and the 220 D.

In construction they are exactly the same as the petrol models, but as far as economy is concerned they are unbeatable, even when compared with many considerably smaller cars, which moreover offer a good deal less comfort and safety.

Mercedes-Benz were the first to build diesel engines for passenger cars and after 30 years of development have made them an outstanding international success.

In the course of this development Mercedes-Benz has improved not only performance but at the same time quietness and vibration level to a degree which was not thought possible.

Mercedes-Benz builds these cars for all those who consider high average speeds, economic running costs, maximum comfort and safety more important than high top speeds and acceleration.

The maximum speeds reached by the 200 D and 220 D, 130 and 135 km/h, are cruising speeds – if you like over hundreds of kilometers without interruption and great physical strain, which cannot always be taken for granted elsewhere:

The 200 D and 220 D are cars which offer all the known advantages of Mercedes-Benz passenger cars, plus low fuel and insurance costs.





People buy Mercedes-Benz cars  
because they are comfortable and safe,  
fast, reliable and long lasting.

It is not just the sum  
but above all the almost perfect combination of these qualities  
which make Mercedes-Benz cars so remarkable.

# Comfort

Mercedes-Benz passenger cars are compact, but not constricted. They are designed from the interior outwards. The interior allows 5 or 6 people enough room to move comfortably, while the outside measurements permit good handling in traffic. Mercedes-Benz passenger cars are easily manoeuvrable.

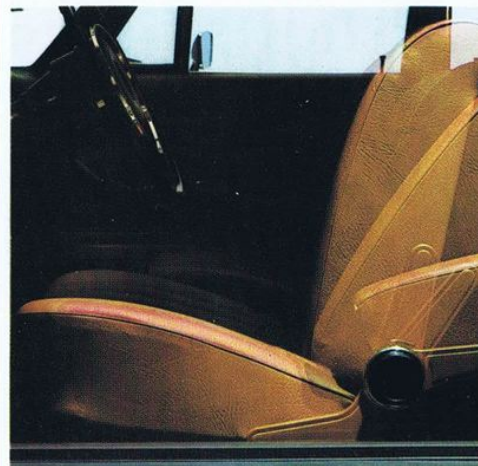
## Seats

Mercedes-Benz passenger cars make sure the driver's reactions are not impaired by incorrectly shaped seats. The seats are anatomically contoured with firm lateral support. The seat springing is coordinated to the vehicle suspension. Both seat springing and vehicle suspension are equally effective at all speeds. Mercedes-Benz make firm seats and cushions to support the body. The semi-fluting separated by double seams with a special filling, and rubberized hair mat guarantees 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.

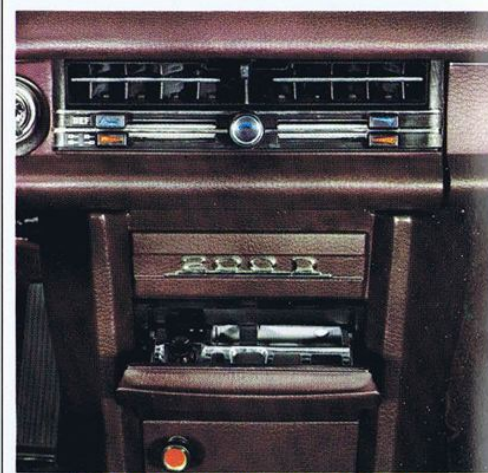
This is a boon on long journeys. The front seat backrests can be reclined. The passengers in the rear have ample legroom even when the two front seats are pushed right back.

## Heating and ventilation

are combined in a highly effective system by which direction and temperature of the air



**Contoured seats with infinitely adjustable backrest (reclining seats).**



**Efficient heating and ventilation system, infinitely variable for warm and cold air up and down and to the right or the left. Above this: large, adjustable fresh air duct.**

flow can be adjusted to any degree. Even when the outside temperature is as low as  $-20^{\circ}\text{C}$  it is possible to heat the interior to over  $25^{\circ}\text{C}$ .

## Chassis

The tailor-made Mercedes-Benz diagonal swing axle is just right for compact bodywork and ensures that suspension is neither too hard nor too soft. Fatiguing vibrations are eliminated even on long runs. The bumps in the road are ironed out by the rubber mountings of the axle supports and are not passed on to the body.

The front axle has an anti-dive control.

Anti-roll bars eliminate unpleasant side tilt in bends.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) guarantee constant effect even under heavy load. The non-friction mechanism makes the Mercedes-Benz circulating ball-type steering extremely light and positive. Movements of the steering wheel are therefore transferred directly and precisely to the front wheels. This gives a direct contact with the road, making for safe driving, even on wet and icy surfaces. The steering damper absorbs bumps in the road without transferring them to the steering wheel.

### Bodywork

Some smaller automobiles cannot be parked as easily as a Mercedes-Benz. The outside measurements of Mercedes-Benz passenger cars permit easy handling in traffic. They have four large doors and a spacious, easily accessible lighted boot.

Axles and bodywork are separated by rubber mountings.

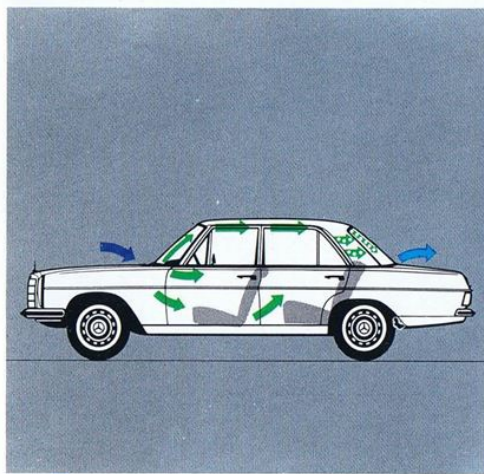
Engine and passenger compartments are hermetically shut off from each other.

This makes Mercedes-Benz passenger cars practically free of vibrations and very quiet. Mercedes-Benz pays no attention to showy interior fittings. Non-dazzle materials are better than optical effects.

Oddments tray, illuminated glove compartment, pockets on the front doors, large rear window shelf, four padded arm rests, armrests between the rear seats, tough carpeting – these are just a few examples of what Mercedes-Benz means by functional comfort.

Mercedes-Benz passenger cars have that "special something" in comfort, overall view and ease which will become indispensable for the driver.

The outside measurements, large wheel locking angle, and all round view permit easy handling in traffic.



The way the dust and draught-free continuous ventilation works.





The chassis can cope with all speeds, as shown in test drives on the proving ground. Here a slalom test. Although the direction is changed abruptly, the driver retains full command of the vehicle.

# Safety

You can talk about safety, or you can lavishly apply rubber paddings, or you can attack the problem of safety at the roots.

The latter way is trying and expensive, but more responsible, although the results of serious safety research cannot be immediately seen.

In a single year of testing Mercedes-Benz drove 80 brand new passenger cars on to the scrap heap in the most varied ways, in order to track down certain problems.

After many series of tests, for example, Mercedes-Benz developed an instrument panel which yields in stages depending on the force of impact, thus largely eliminating serious injuries.

Foam padding alone is obviously the least important part of the Mercedes-Benz instrument panel protection.

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

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

In issue 4/1969, the German motor magazine "auto motor und sport" writes:

## 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 for the Mercedes-Benz patent on safety structure for car bodies, which involved a distortion-resistant passenger cell and progressively yielding crumple zones at the front and rear of the car.

This safety structure 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, in order not to curb the others' safety efforts.

In Untertürkheim they know in any case 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 demonstration already seen on several occasions in Untertürkheim by the press and

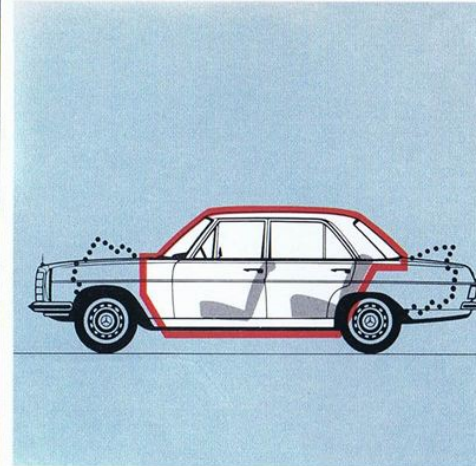


Diagram showing the distortion principle: rigid passenger compartment but energy-absorbing collapsible front and rear section.

hence by the public too. With the expiry of the patent this safety structure will now probably be found 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 an accident (hence prevent passengers being flung out), and do not jam if the doors have to be opened quickly after an accident.

## The safety steering

has a large padded boss on the centre of the steering wheel with an impact absorber under the padded boss, and a 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.

## Straight line stability

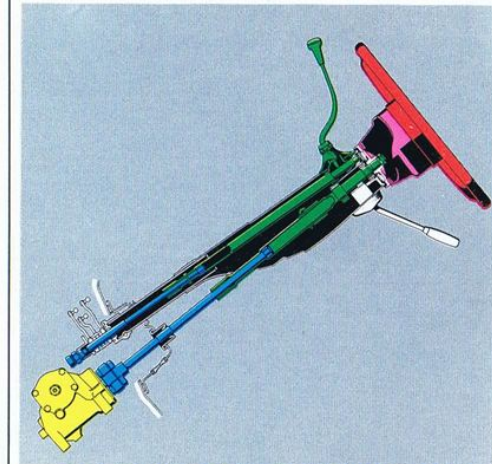
and reliable road holding – a result of individual suspension and separate location – are indispensable factors in driving safety. Anti-roll bars on the front and rear axles eliminate unpleasant side-tilt in corners.

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

**The parking brake**  
with extra brake shoes and brake drums.

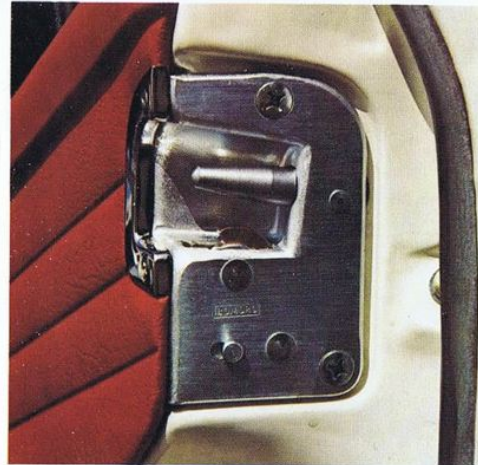
**And much more**  
Anatomically correct driving position eliminates fatigue and keeps driver's reflexes intact, firmly anchored "breathable" seats are contoured to provide lateral support, seat springs and vehicle suspension are perfectly tuned.

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



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

Four large disc brakes, dual-circuit  
servo-assisted hydraulic system.



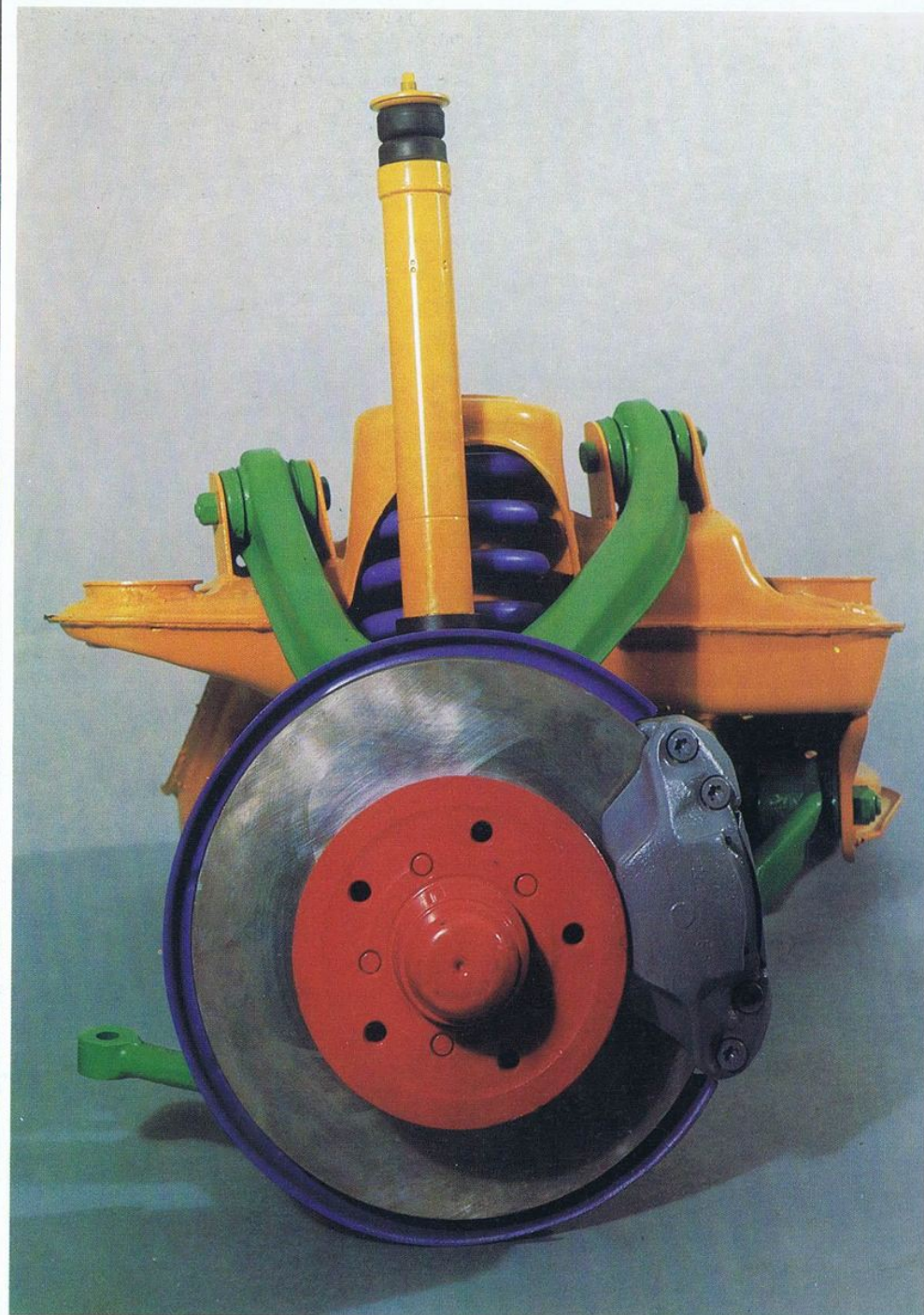
Clearly recognizable:  
the strong pin of the safety door locks.  
This is yet another of the Mercedes-Benz  
patented features.

Today Mercedes-Benz' intensive  
research goes beyond the automobile  
proper.

The second decisive factor tested is man and  
his reactions.

Mercedes-Benz sends its vehicles on to the  
test track with unprepared drivers at the wheel.  
Specialists simulate hazards not expected by  
the driver. All reactions are registered. From the  
total of certain reactions it is possible to  
calculate the average reaction of the average  
driver.

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







Maximum comfort on long journeys  
and unique economy  
are the strongest points of the Mercedes-  
Benz passenger car with diesel engine.

# Economy

In 1936 Mercedes-Benz built the first diesel-driven passenger car in the world, the 260 D.  
In 1949 the 170 D  
In 1954 the 180 D  
In 1958 the 190 D  
In 1965 the 200 D  
and we have been building the new 200 D and the 220 D since 1968.

To date we have built a total of 700 000 diesel-driven cars.

In order to find out exact running costs, the diesel engine was subjected to long-distance test runs.

### Here is the result of a rally

Five independent teams (each consisting of 3 people plus luggage) started from Stuttgart in a 200 D on a journey to Lisbon, Syracuse, Istanbul, Moscow and Rovaniemi on the Arctic Circle. They all had a motoring experience unsurpassed in comfort and economy.

Despite varying conditions – climate, roads, quality of fuel etc. – the fuel consumption was as follows:

Stuttgart–Lisbon and back (6,012 km)  
9.34 liters per 100 km  
Stuttgart–Syracuse and back (4,714 km)  
9.04 liters per 100 km  
Stuttgart–Istanbul and back (5,134 km)  
8.71 liters per 100 km  
Stuttgart–Moscow and back (6,576 km)  
9.38 liters per 100 km  
Stuttgart–Rovaniemi and back (6,234 km)  
9.24 liters per 100 km

Unfortunately one repair on the 28,600 km journey was unavoidable. A tyre burst.

The consumption figures could not be achieved by any other car of the same size.

Even the 220 D does not consume much more fuel and oil than the 200 D, despite the 10% higher output.

### The reasons for this extremely low fuel consumption

Mercedes-Benz diesel engines are equipped with an automatic phasing adjustment. Fuel is injected only at the best possible moment. The high compression ratio of 21:1 produces a very good degree of thermal efficiency. (This compression ratio is impossible with petrol engines). The amount of fuel injected is put to better use.



**One tank full . . .  
you can see for yourself on the map  
how far you can go with it.**

Both of the cars drive 30% further with one tank filling (65 liters diesel oil) than comparable cars with petrol engines. In the question of economy three other important factors must be considered in addition to the low consumption rates.

### 1. The minimum amount of repairs needed

A pneumatic governor on the injection pump limits the maximum engine speed. Thus the engine cannot be overloaded even on very long journeys at high speeds.

The engine works according to the Mercedes-Benz pre-chamber system, which has been proved seven hundred thousand times. The engine runs smoothly by means of special throttle valves with pre-injection. The injection system is maintenance free. There is no electric ignition system.

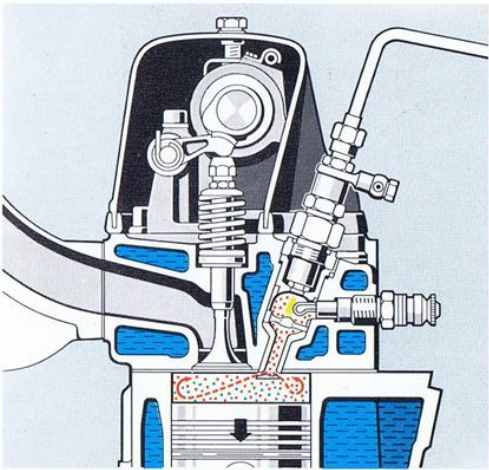
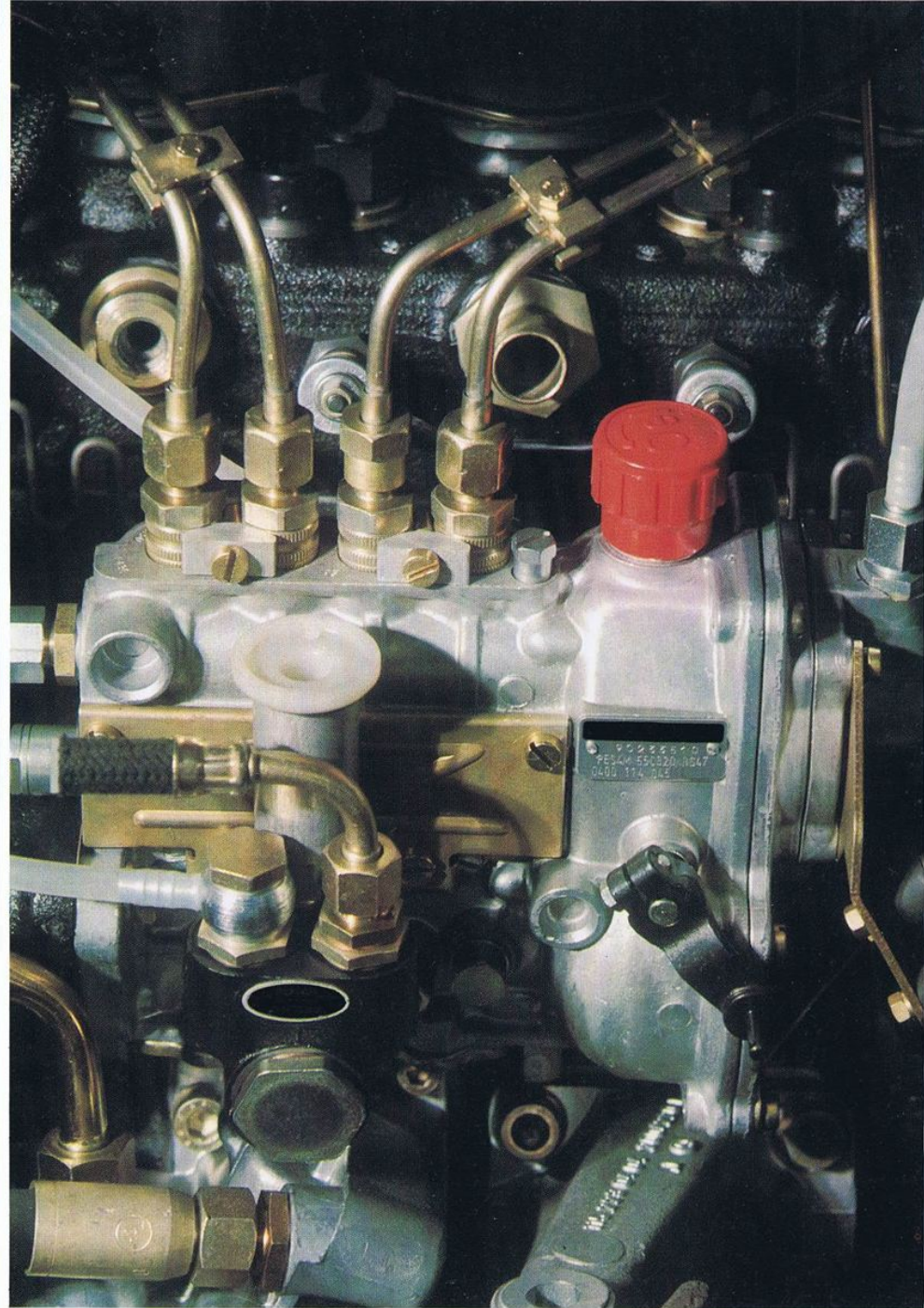
### 2. The long life

78% of the diesel cars bought in the Federal Republic of Germany since 1946 are still in use today. Incredible perhaps, but true.

### 3. The high resale value

The 200 D and 220 D fetch the undisputed highest prices even as second-hand cars which have already done many kilometers. Every second-hand car buyer is on the look-out for these robust, long lasting and extremely economical cars.

The heart of the robust, economical diesel engine: the injection pump, which meters the precise amount of fuel per cylinder. It is maintenance free and completely immune against splash water and ice – as is the entire diesel system.



The Mercedes-Benz pre-chamber system. Only this system ensures a smooth combustion process.





**Mercedes-Benz is reliable even in extreme weather conditions.**

# Reliability

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

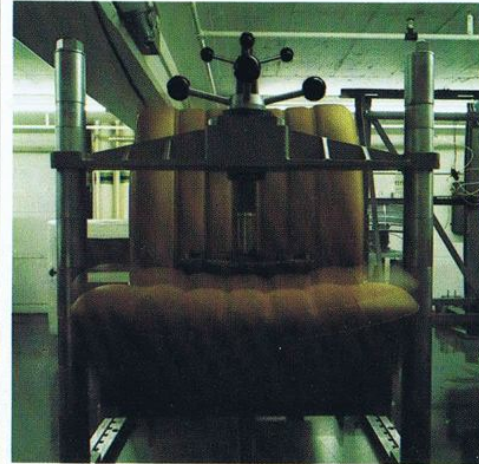
**Seats, seat springs and door locks** have been successfully subjected to continuous tests.

**4 doors made to fit exactly**  
The deep thud when closing the doors is not an acoustic gimmick, but a sign that the door fits exactly. Mercedes-Benz employs experts whose only job it is to check the measurements of the doors.

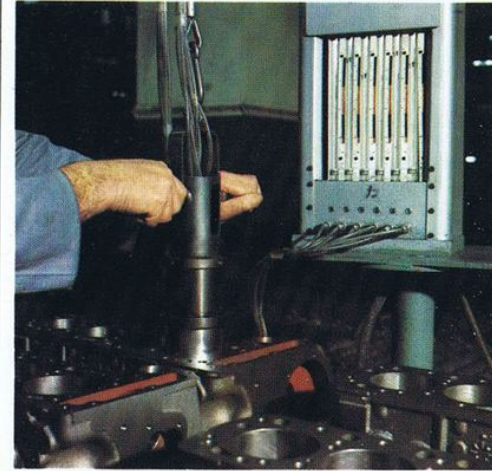
**All electrical units** (headlights, starter, dashboard lighting etc.) are separately earthed, which is more expensive, but also more reliable.

**All parts** supplied by other firms are subjected to a strict test again before being installed, although they have already been inspected at the manufacturers.

For example, a high percentage of every delivery of rubber sleeves for the constant-velocity joints of the rear axle must undergo a 100 hour test in an oil bath. The batch is only released for production when it has passed this test.



**The seat suspension must coordinate with that of the bodywork. Only in this way will the driver's well-being be ensured in the long run. Thorough tests guarantee this.**



**Reliability is based on precision in manufacture. Every single cylinder bore is measured pneumatically.**

**Every single rear axle** undergoes 4 different tests to see that it is tight after it has been assembled.

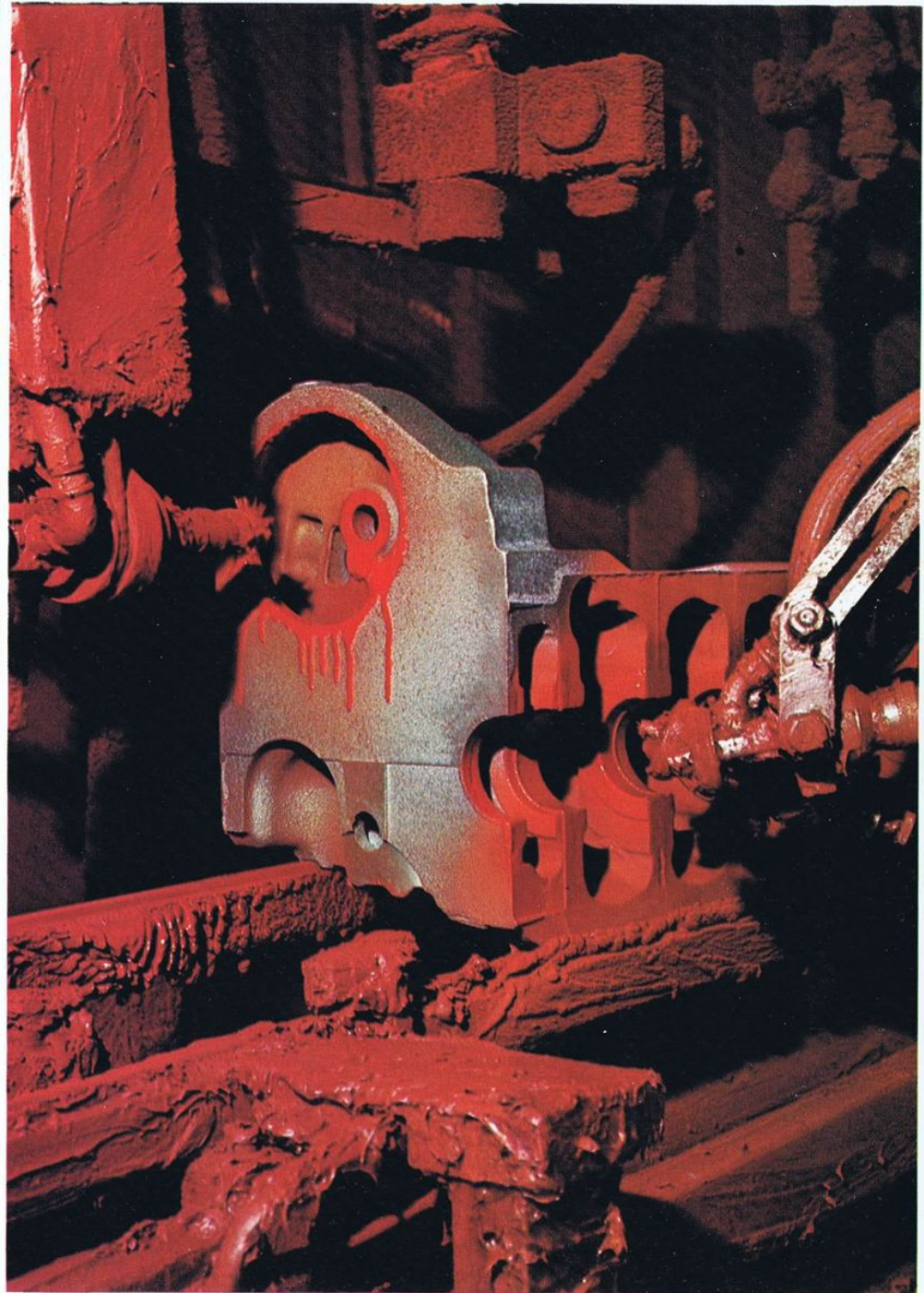
**Every engine, transmission and axle** is subjected to extensive test runs under varying conditions. Only after they have withstood their trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.

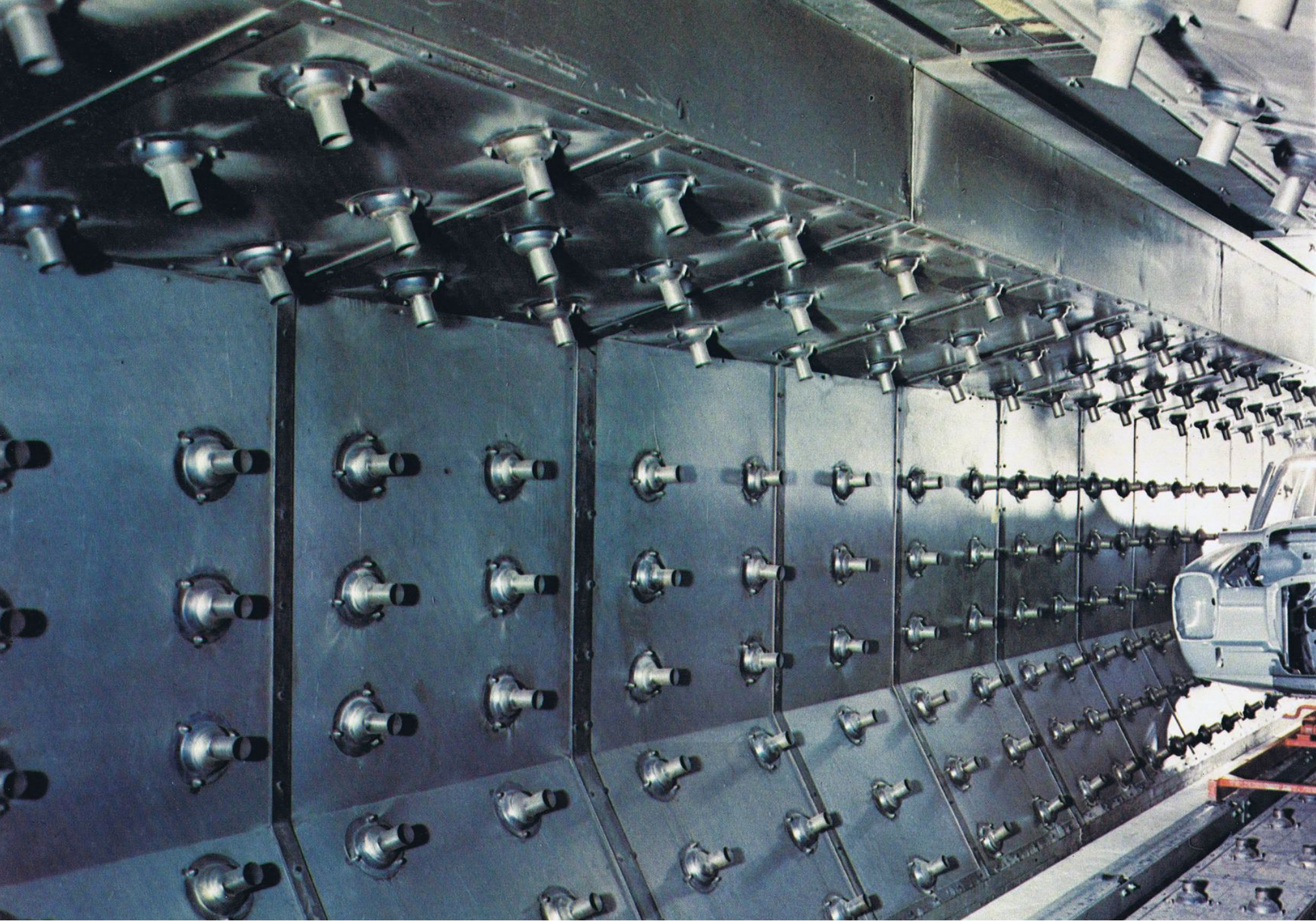
**Safety knob**  
The door is only shut properly if the arrester knob for the door lock can be pushed down.

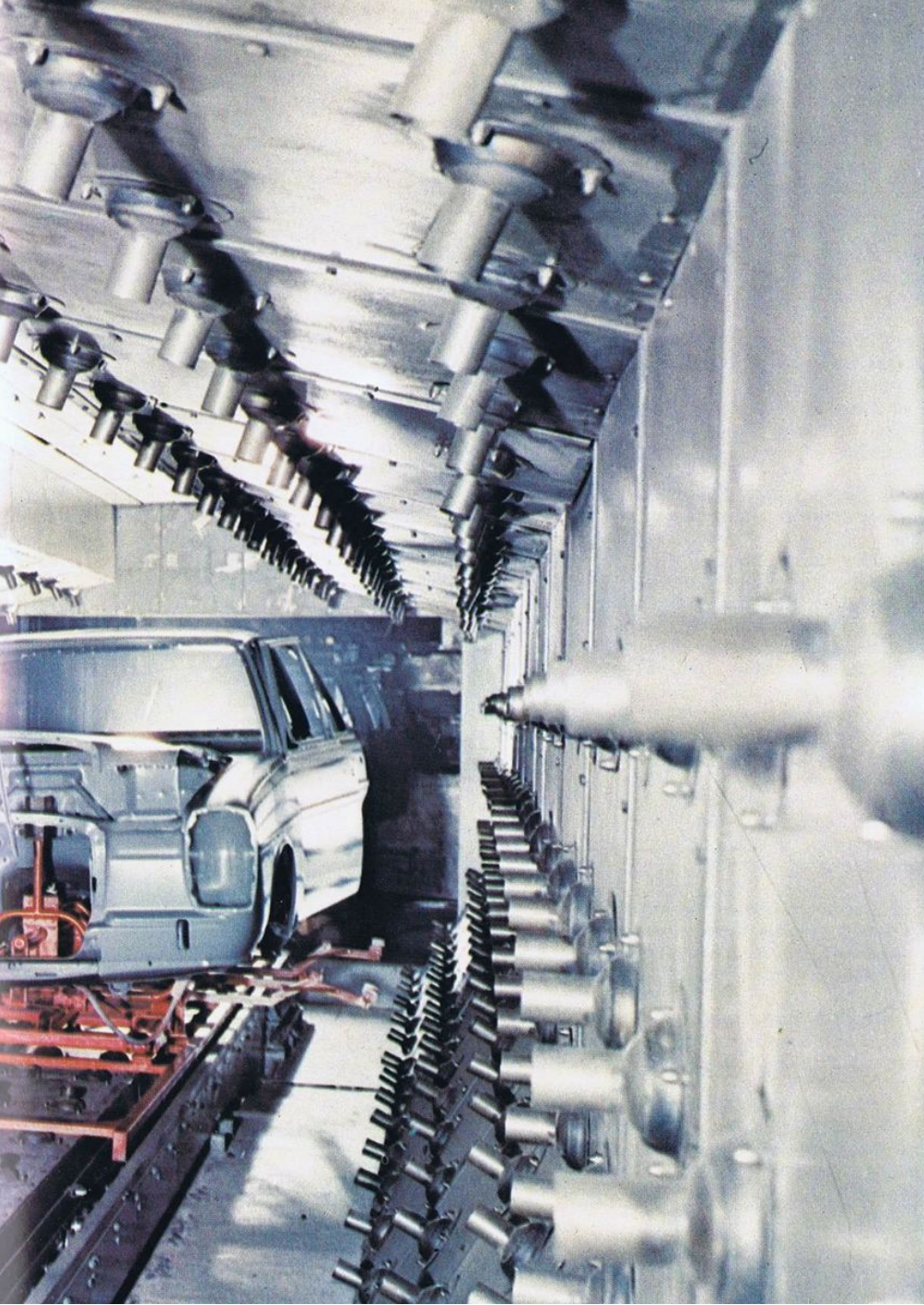


**Gas-filled double-action telescopic shock absorbers are a feature of all Mercedes-Benz cars. The gas pressure prevents the oil from frothing and thus ensures constant damping effect, even under extreme conditions. Details which people do not usually talk about and which are therefore included only in a few standard cars.**

**This is not absolutely necessary, but it is safer and more reliable: Every Mercedes-Benz engine block is painted on the inside before assembly. This means better cohesion of the cast iron molecules. When the engine is being run it is impossible for particles to be loosened and clog the oil ducts. This costs money, and the purchaser cannot see it. It could of course be left out . . . but reliability?**







**In the question of paintwork no research methods are too costly. Salt on the road and chemicals in the air – only the best paintwork can combat this. The paintshops at Mercedes-Benz correspond to the most up-to-date research findings.**

# Lasting Value

Lasting value in an automobile means that years of service do not detract to any great extent from its value or, in other words, that a high re-sale price is obtained. Mercedes-Benz passenger cars are lasting in value.

## Vehicle shape

Fashion will always attract certain purchasers. Mercedes-Benz, however, cannot afford to go along with this trend. New models with the three-pointed star only come on the market when a genuine technical improvement has been made.

For this reason Mercedes-Benz do not have bodies which are attractive today and dull 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 paintwork

Mercedes-Benz passenger cars are given a particularly hardwearing paint covering (around 20 kg. per vehicle). After the application of phosphates and the passivation, up to five coats are applied. These are organically coordinated. First comes a primer, then the second primer, followed by a protective coating, then the basic coating, and finally the special cover coat.

**The permanent underseal** (around 14 kg. per vehicle) for the undercarriage, the mudguards, 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 later** are coated with zinc paint before assembling to prevent inside corrosion.

**The axle housings and engine block** are coated inside with a special heat and oil-resistant paint developed according to the findings of 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 to make sure that corrosive influences have no chance whatsoever.

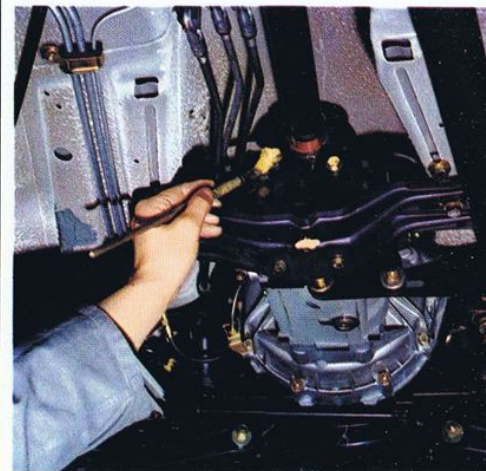
**Mercedes-Benz model continuity** results in high resale prices, maximum precision and reliability of manufacture.

## Uncompromising inspectors

15% of all personnel engaged in passenger car production carry out control work. They have to weed out everything which does not come up 100% to the quality standard required. An important point: they really do this.

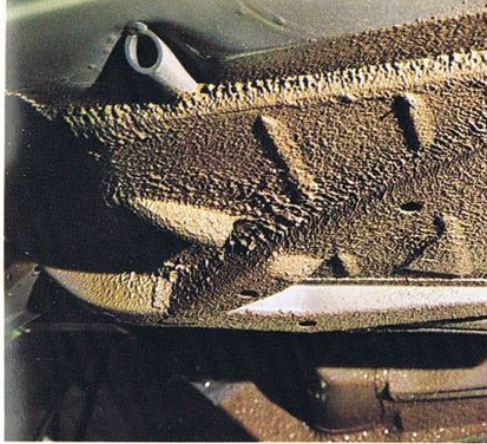
## Service

Mercedes-Benz has over 3,700 service stations in 162 countries with experienced specialists who have frequent refresher courses given by experts from the plant. A reassuring feeling, especially for holiday trips.



**Important screws are tested one by one by hand at the end of the production line. A coloured seal means: test passed, released.**

Every body shell is dipped in primer. The protective coating covers inner parts which are difficult to get at.



The vehicle's underfloor and the wheel arches. In some places the best paintwork is useless if it is damaged by stones. Here Mercedes-Benz passenger cars have an extra flexible plastic coating applied as standard.



# 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 gear shift 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 each.

## Windscreen

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

## Lighting system

Parking light, assymetric low beam (dimmer), high beam headlights, foglamps, side marker lights, reversing light, infinitely variable instrument lighting, boot light, interior lights with door contact and hand switch, lighting for ashtray, glove compartment and heater knob.

## Brakes

Dual-circuit servo-assisted braking system, all-round disc brakes, parking brake with additional brake shoes and brake drums, indicator lamp for the functioning of both brake circuits.

## 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 far 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 windows, four doors, easy to close, rubber strips on both sides, bumpers with broad rubber strips.

## Seats

Seating anatomically contoured, firmly anchored, shaped to give perfect hip support, seat springing, vehicle suspension and sitting position carefully tuned, front seats adjustable forwards or backwards, plus backrest angle, reclining seat fittings, on request bench seat with firm, continuous backrest.

## Instruments

Instrument panel padded, yielding on impact, speedometer, oil pressure gauge, fuel gauge, cooling water temperature gauge, indicator light for parking brake, for functioning of both brake circuits, battery, blinkers, high beam and fuel reserve, glow plug control, electric clock, total mileage counter, daily mileage counter.

## Heating and ventilation

Continuous warm or cold air flow, dust and draught-free, with additional blower for windscreen, side windows, front and rear legroom, air volume and air distribution for warm and cold air, infinitely variable up and down, heating separately controlled for right and left, 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.

## Signalling system

Headlight flasher, self-cancelling blinker, operated by the combination switch on the steering wheel, 2 high-frequency horns, brake lights, warning blinker system.

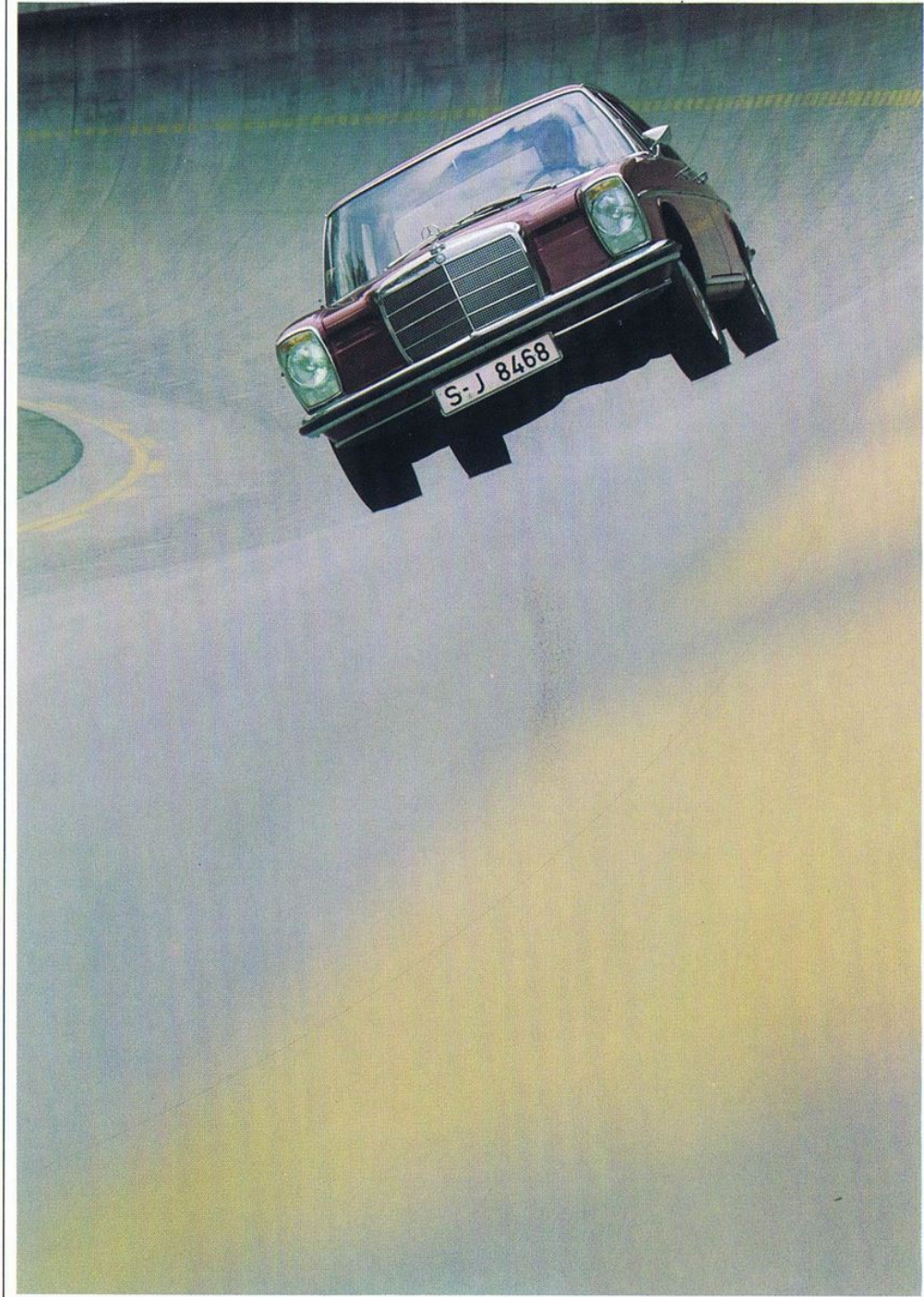
## Locks

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

## Miscellaneous

Parcel tray between front seats, pockets on the front doors, glove compartment, rear window shelf, rear view mirror, adjustable to anti-glare position, padded sun visors on passenger side with make-up mirror, grab handles on roof frame, clothes hooks on grab handles, padded armrests on doors, armrest between rear seats, cigar lighter, ashtrays at the front and rear, anchor points for safety belts front and rear, carpeting, towing lug front and rear.

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



# Optional

The standard Mercedes-Benz passenger cars are very well equipped and offer maximum comfort.

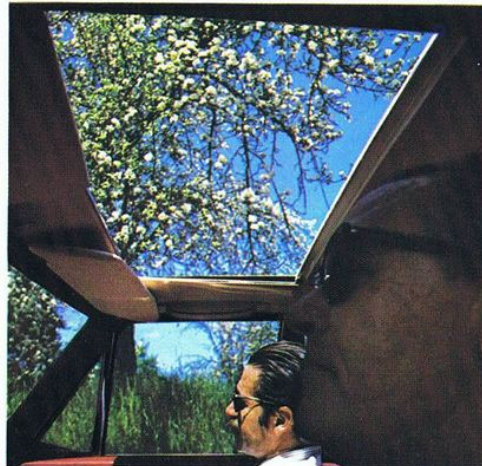
If you want to add to your Mercedes-Benz according to your own wishes and ideas, in order to provide it with a personal note and an individual atmosphere, you can order many extras.



**Mercedes-Benz Power Steering**



**Mercedes-Benz Automatic**



**Sliding roof**

## **Mercedes-Benz Power Steering**

Mercedes-Benz power steering facilitates driving. This becomes obvious when parking and going round narrow bends. Hydraulic equipment reduces the power required at the wheel and the number of turns. In spite of this, full ground contact is maintained in all situations.

## **Mercedes-Benz Automatic**

Optional with steering column gear shift or floor shift.

You can drive at different speeds according to the traffic flow without having to change gear or operate the clutch. When overtaking you only need to "kick down" the accelerator into what is called the forced throttle position in order to obtain the necessary speed. The automatic transmission changes into the appropriate gear and, after overtaking, automatically changes back. Gear changing takes place without interruption of the power flow, and it is just this which is one of the greatest advantages of a 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 boot), so a Mercedes-Benz always has the same 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 passenger car is weatherproof and maintenance free. There are mechanically or electronically operated versions.

## **Electrically heated rear window**

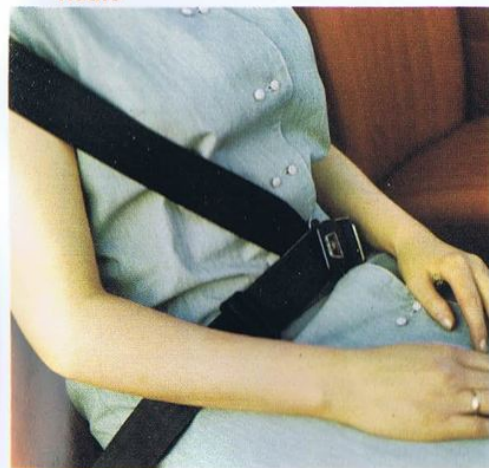
An electrically heated rear window can be de-iced more quickly and does not steam up.



**Safety Headrests**



**Radio**



**Safety Belts**

### **Safety Headrests**

The Mercedes-Benz safety 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.

### **Radio**

A car radio is not only recommendable on account of the comfort it affords. Programmes regularly bring reports about road conditions, traffic holds-ups, diversions etc.

Thus by finding out beforehand, you can avoid annoying delays. At the works the Europa, Mexico and Grand Prix models are installed, and for the foreign market 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 a difficult time fighting prejudice. Today the efficacy of safety belts is undisputed.

From the experience gained in systematic scientific investigations concerning safety belts Mercedes-Benz supplies 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.

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

Further details are contained in our catalogues  
**Mercedes-Benz Special Equipment and Mercedes-Benz Automatic Transmission, Power Steering and Air Conditioning**



# Technical Data

	Mercedes-Benz 220 D	Mercedes-Benz 220 D
Engine	4	4
Number of cylinders	3.43/3.29 ins.	3.43/3.64 ins.
Bore/Stroke	121.3 cu. ins.	134 cu. ins.
Total displacement	60 gr. HP/4,200 rpm	65 gr. HP/4,200 rpm
Engine output acc. to SAE	55 net b.h.p./4,200 rpm	60 net b.h.p./4,200 rpm
Engine output acc. to DIN <sup>1)</sup>	87 ft. lbs./2,400 rpm	96 ft. lbs./2,400 rpm
Max. torque acc. to SAE	83 ft. lbs./2,400 rpm	93 ft. lbs./2,400 rpm
Max. torque acc. to DIN <sup>1)</sup>	21	21
Compression	7/4.4 Imp. pts.	7/4.4 Imp. pts.
Oil capacity crankcase max./min.	18.8 Imp. pts.	18.8 Imp. pts.
Capacity of cooling system	14 V/35 A	14 V/35 A
Generator	12 V/66 Ah	12 V/88 Ah
Battery	approx. 81 mph.	approx. 84 mph.
Max. speed	6.95—14 / 175—14/4 PR	6.95—14 / 175—14/4 PR
Tyres, tubeless	Diesel	Diesel
Fuel	35 m.p. Imp. gal.	33 m.p. Imp. gal.
Fuel consumption acc. to DIN 70030 <sup>2)</sup>	14.3 Imp. gals.	14.3 Imp. gals.
Tank capacity	approx. 2 Imp. gals.	approx. 2 Imp. gals.
incl. reserve	<b>Weights</b>	
	Kerb weight	3,000 lbs.
	Permissible total weight	4,145 lbs.
	Trailer load with brake <sup>3)</sup>	2,645 lbs.
	Trailer load without brake <sup>3)</sup>	1,575 lbs.

<sup>1)</sup> 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.

<sup>2)</sup> 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 on a level 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.

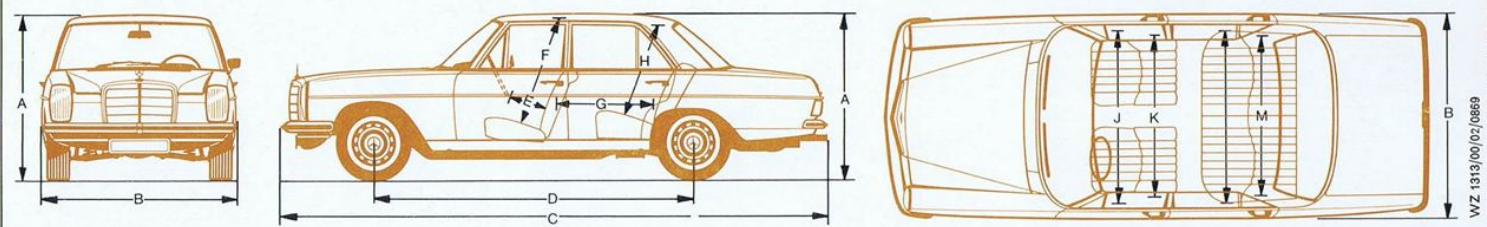
However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc.

Fuel consumption according to DIN 70030 is therefore only a comparative value and not the actual amount of fuel consumed.

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

<sup>4)</sup> 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 <sup>4)</sup>	13.4 ins.
F Seat height, unloaded front	37.8 ins.
G Driver's backrest — rear seat backrest <sup>4)</sup>	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.