

230
250



Mercedes-Benz





S-C 522



230 250

The Mercedes-Benz range is carefully shaped to include cars to meet all requirements. 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 the different body shapes and size. (The 280 S/SE also has a roomier interior).
All models vary in technical specification, equipment and driving performance.

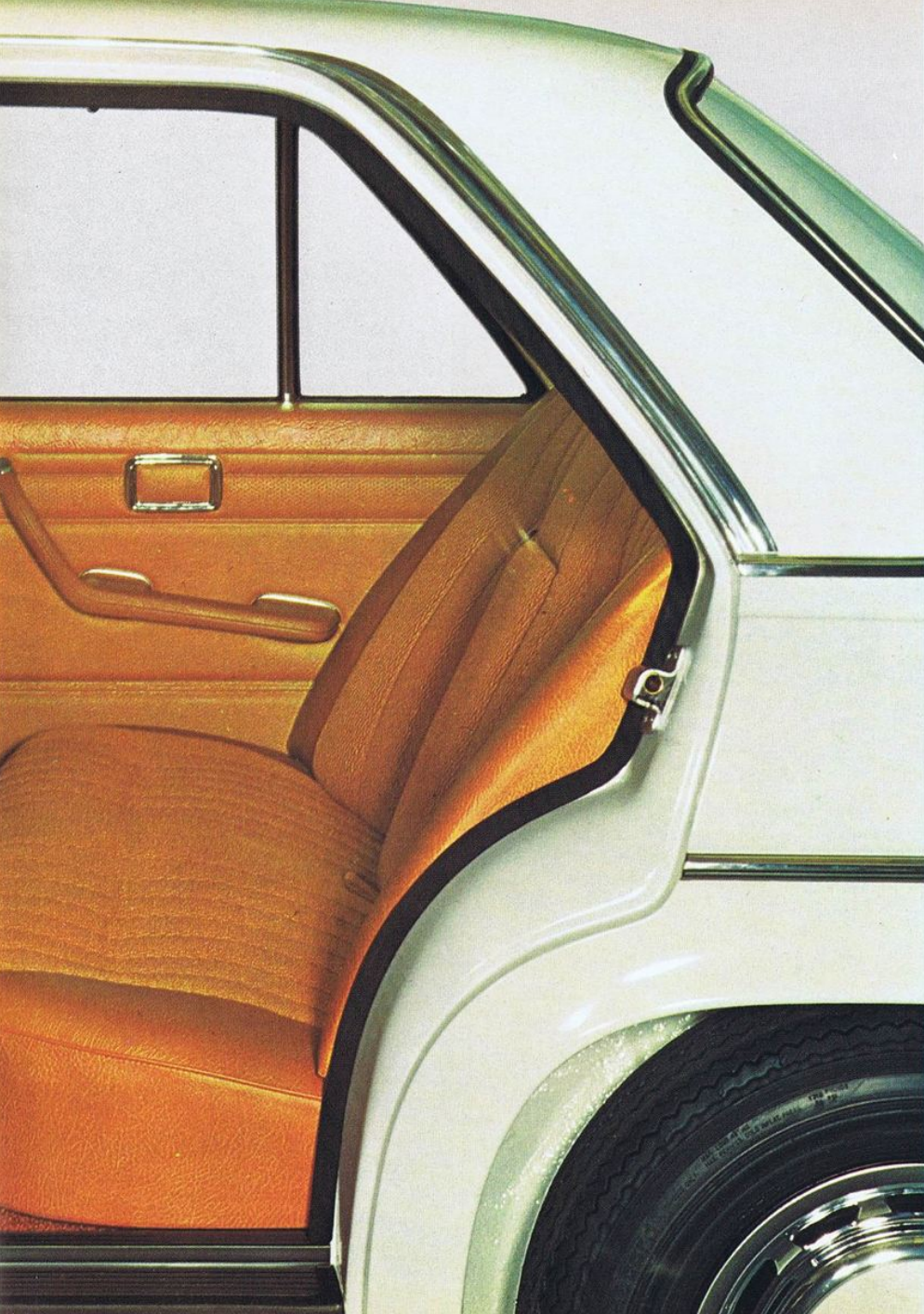
There is no difference in the quality of materials or workmanship, nor in safety equipment or research investment.

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 200 D to 250 CE) there are two sporty six-cylinder cars with brisk acceleration: the Mercedes-Benz 230 and 250.

These two models differ from the Mercedes-Benz 200/220 in that they have six-cylinder engines and the resultant increased performance, as well as extra equipment designed to increase comfort and prestige.





Both six-cylinder engines have twin two-phase, down-draught carburettors. At low or medium engine speeds only the first stage of the carburettor is used. But, as soon as the engine is called on to deliver a higher output the second stage comes into operation automatically, as a result of the low pressure in the suction pipe. This means that in all operating conditions the engine is provided with the right fuel/air mixture.

This is an especially important factor during acceleration and overtaking so that the necessary power reserves are immediately available.

The Mercedes-Benz 230 develops 135 gr. HP/SAE at 5600 rpm (120 bhp/DIN at 5400 rpm).

The Mercedes-Benz 250 – one of the most interesting vehicles on the whole passenger car market – develops 146 gr. HP/SAE at 5600 rpm (130 bhp/DIN at 5400 rpm).

The snappy acceleration from 0 to 100 km/h in 12.5 sec. is produced by high torque – 22.3 mkp/SAE (20.3 mkp/DIN) – and the excellent power-weight ratio of 9.3 kg per gr. HP/SAE (10.5 kg per bhp/DIN).

Both engines are equipped with an automatic starting and warming-up unit.

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

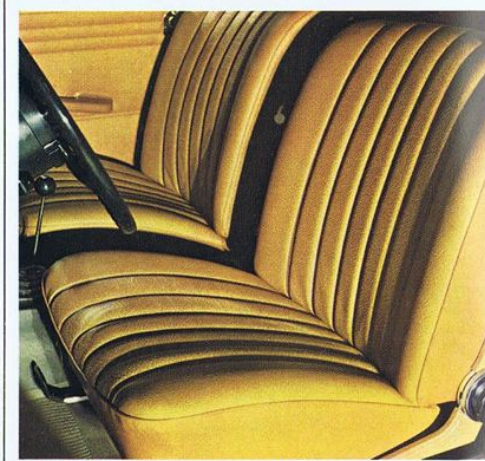
In a Mercedes-Benz, the driver's reactions are not impaired by incorrectly-shaped seats. The seats are body-contoured with firm lateral support. The seat springing is matched to the suspension and both are equally effective at all speeds. Mercedes-Benz fit firm-based seats with soft cushioning to support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



Contoured seats with infinitely adjustable backrests (reclining seats).

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 recirculating ball-type steering makes it light yet positive. Movements of the steering wheel are transferred directly and accurately 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 compartments 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.

The steering wheel is positioned correctly and is matched to the anatomically correct seating position. Instruments are well within the field of vision and can be read at a glance while still watching the road ahead. Comfort and safety.

Oddments tray, illuminated glove compartment, map pockets on front doors, large rear window shelf, four padded armrests, centre armrest 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.



Efficient heating and ventilation system, with control for warm and cold air, up and down, to the right or left. In addition: Large adjustable fresh air ducts.







More than 80 brand new cars were driven on to the scrap heap in one year of Mercedes-Benz accident research. This research, which has been going on for over 10 years, is designed to reduce to a minimum the effect of unavoidable accidents. The intensive programme has resulted in several patents which we incorporated in Mercedes-Benz cars.

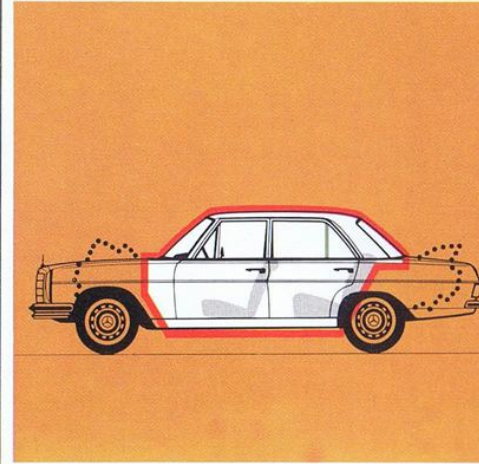


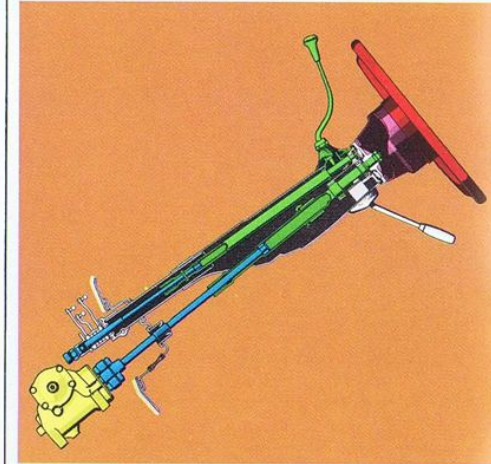
Diagram showing the distortion principle: rigid passenger compartment but energy-absorbing, collapsible front and rear sections.

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.



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

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 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, so as not to curb the others' safety efforts.

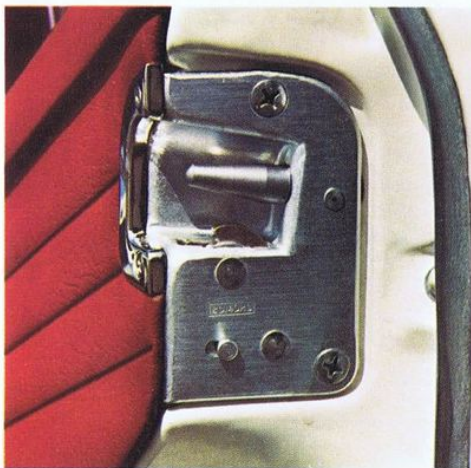
In any case they know in Untertürkheim that although the crumple principle is easy to understand, it is very difficult to put into practice. Even Mercedes-Benz needed years of development work before it could give the kind of perfect crash and crumple demonstrations already seen on several occasions 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.

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.



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

Non-zazle instrument, impact-absorber under the large padded boss on the steering wheel.

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.

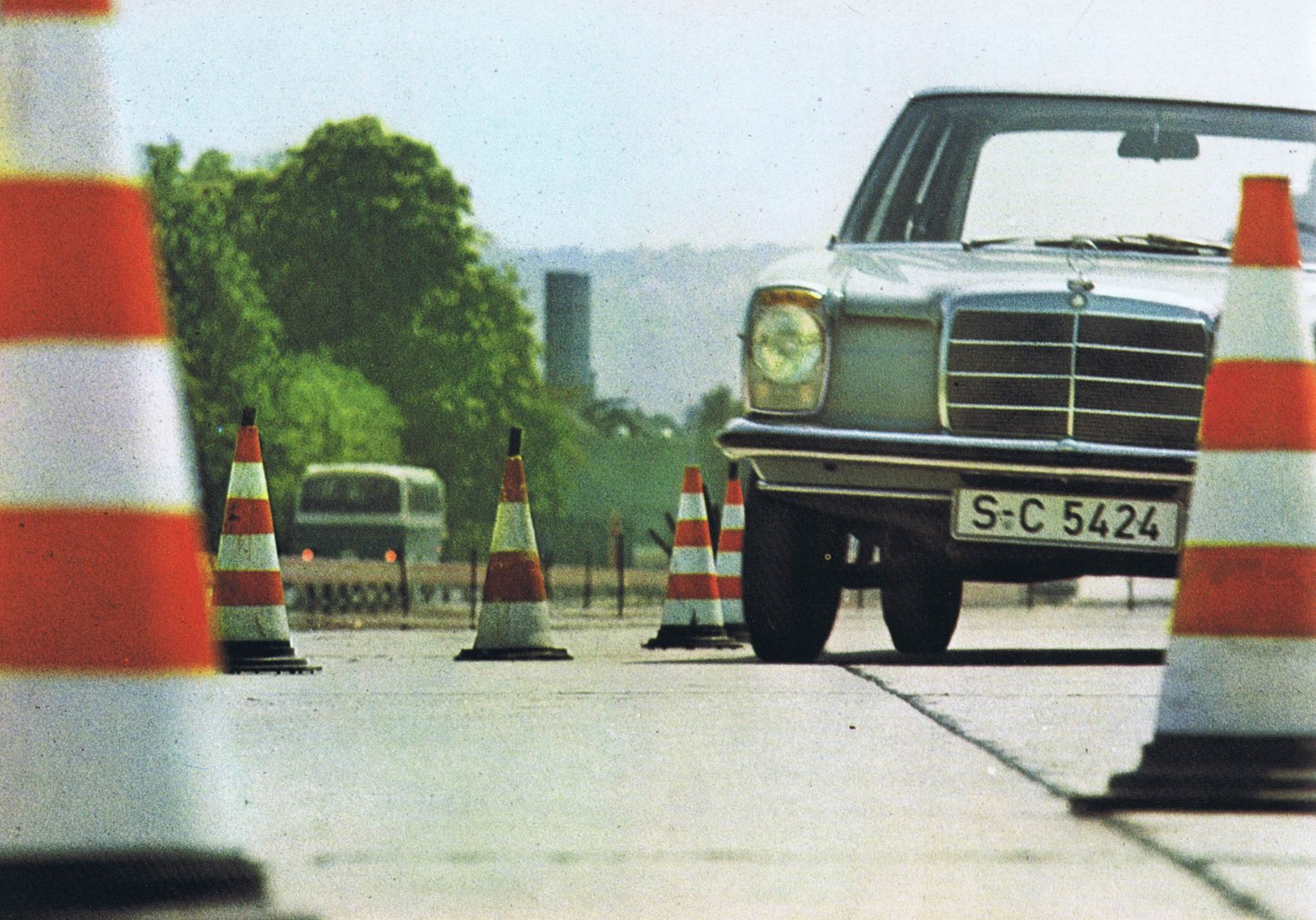
The dual-circuit servo-assisted braking system has disc brakes all round which can be subjected to continuous stress, are effectively cooled, self-adjusting and ensure uniform braking without swerving. A warning light indicates failure of a brake circuit.

The parking brake with extra brake shoes and brake drums.

And much more 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 unevenness 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.





S-C 5424



The suspension is efficient at all speeds, as is proved by tests on the proving ground, such as the slalom shown here. In spite of violent changes of direction, the driver retains complete control of the vehicle.

Mercedes-Benz do 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 these situations, the six-cylinder carburettor engines of the Mercedes-Benz 230 and 250, with their high torque and above-average power reserves, show their mettle.

Both engines accelerate briskly and are very quiet.

Twin two-phase, down-draught carburettors produce maximum engine output. At low or medium engine speeds only the first stages of the carburettors are used. When the engine is called upon to deliver a higher output, the second stage comes into operation automatically, as a result of the low pressure in the suction pipe. This means that in all operating conditions the engine is provided with the right fuel/air mixture.

The overhead camshaft

produces excellent cylinder fittings and favourable torque characteristics, particularly in the lower speed range. The engine works with precision and the minimum amount of noise.

The forged crankshaft

mounted on 4 bearings in the Mercedes-Benz 230 and on 7 bearings in the Mercedes-Benz 250 is, like the connecting rods, carried in multi-layer, steel-backed bearings.

A maintenance-free device

moves every valve a fraction of a revolution on every stroke. This makes burnt spots between the valve seat and the valve disc practically impossible.

The shaft of every outlet valve is fitted with sodium. Sodium is a particularly good medium for conducting heat away from the valve disc. This leads to a reduction in temperature of the valve seats.

Valve seat rings

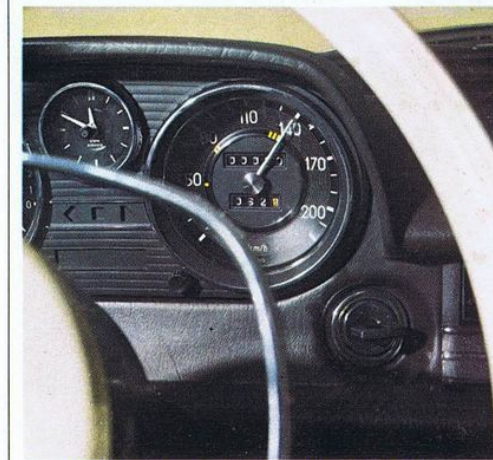
made of high-quality chrome-nickel-molybdenum alloy also increases resistance to wear.

The air oil cooler

cools the engine oil. This is important because the oil circulation serves not only to lubricate but also to remove heat from the engine bearings.

Both vehicles take the minimum time to reach their top speeds. Due to their extreme toughness they can be driven flat out on long journeys without worry.

The suspension is efficient at all speeds.



Easy-to-read instruments located completely within the driver's field of vision. Non-dazzle layout.

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

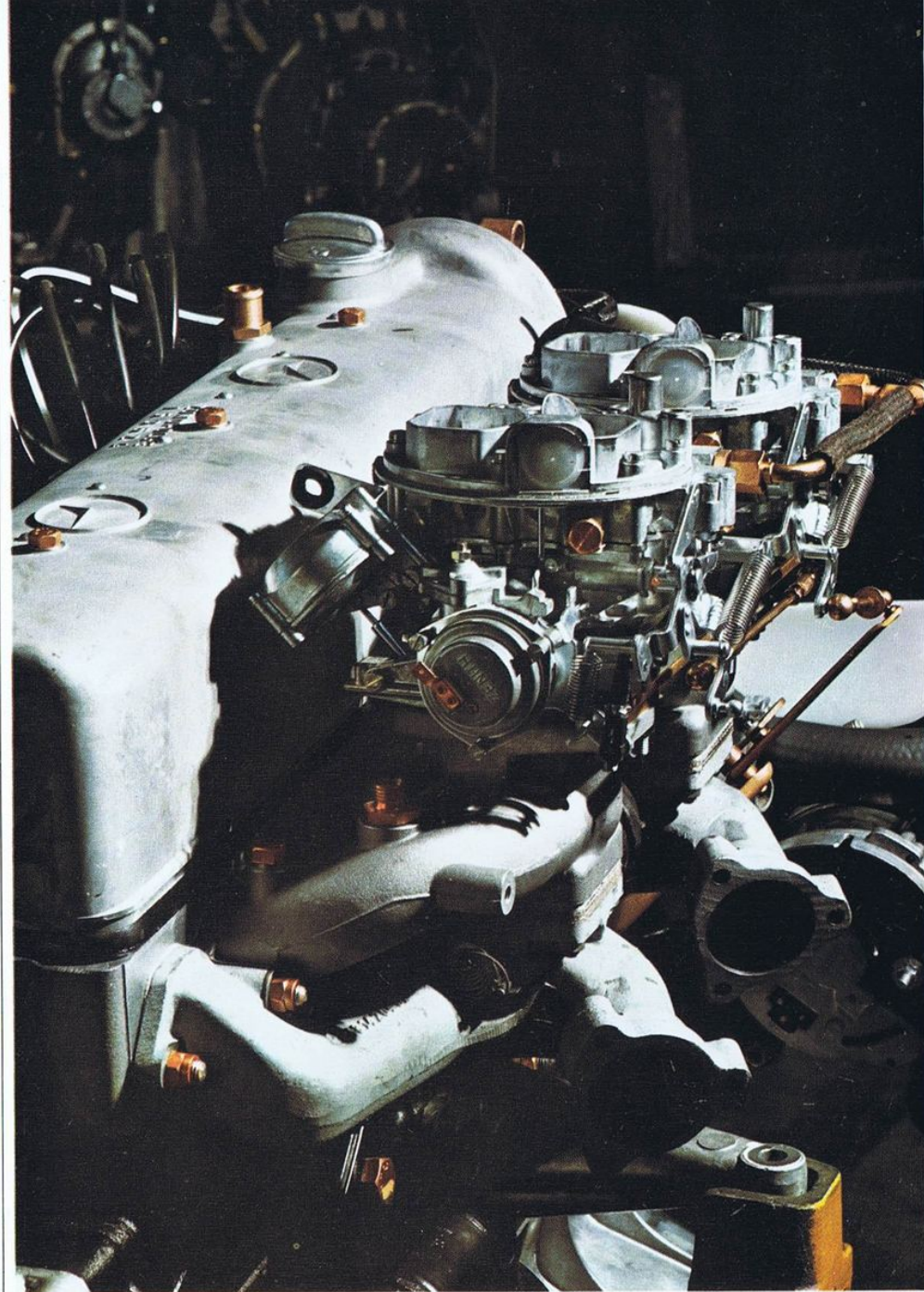
Due to their neutral driving characteristics and perfect steering response Mercedes-Benz cars take corners smoothly and make constant steering corrections unnecessary.

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.

Two-stage, down-draught carburettors supply the engine with the necessary amount of fuel-air mixture as required. The second stage only comes into operation when necessary.



The toxic contents of exhaust gases have been reduced to a minimum through improvements to the passenger car engines. Daimler-Benz thus makes its contribution to keeping the air clean, for all passenger car engines fulfill the regulations concerning exhaust gas emission control, due to come into force in the common market countries on 1.10.1971, 10 months beforehand.





Reliability means that the car is efficient even in most extreme conditions. As part of the test programme, cars were driven through this ford. The water did not affect the electrical system.

Reliability

A reliable car is one which functions perfectly and operates without trouble over a long period of time.

Mercedes-Benz cars are reliable.

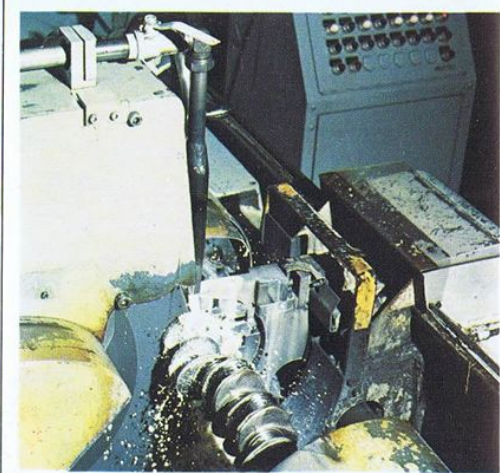
Seats, seat springs and door locks are subjected to continuous tests, equivalent to a journey of 400,000 km.

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 electrical units

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



When grinding crankshafts we do not rely on experts, no matter how good they may be. Electronically controlled caliper gauges control grinding machines more exactly. Manual checks confirm this fact.

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

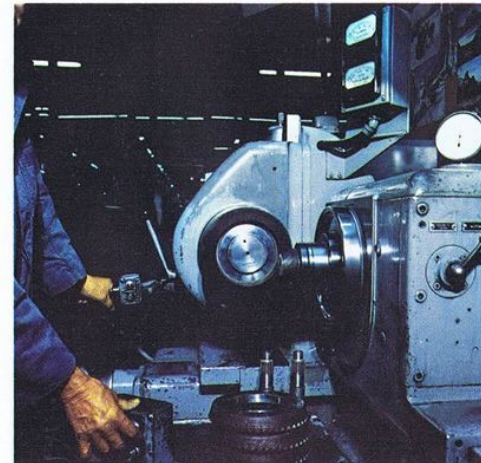
undergoes 4 different tests after it has been assembled, to see that it is tight.

Every engine, transmission and axle

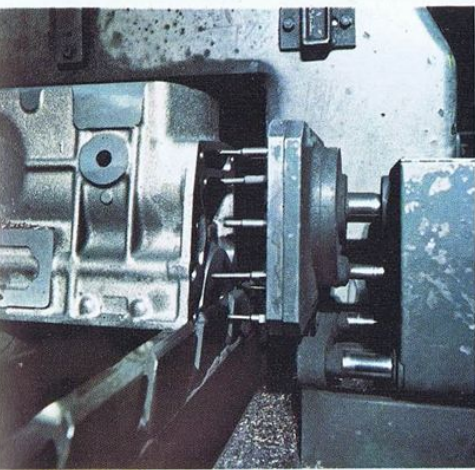
is subjected to extensive test runs under varying conditions. Only after they have withstood these trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.

Safety knob

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

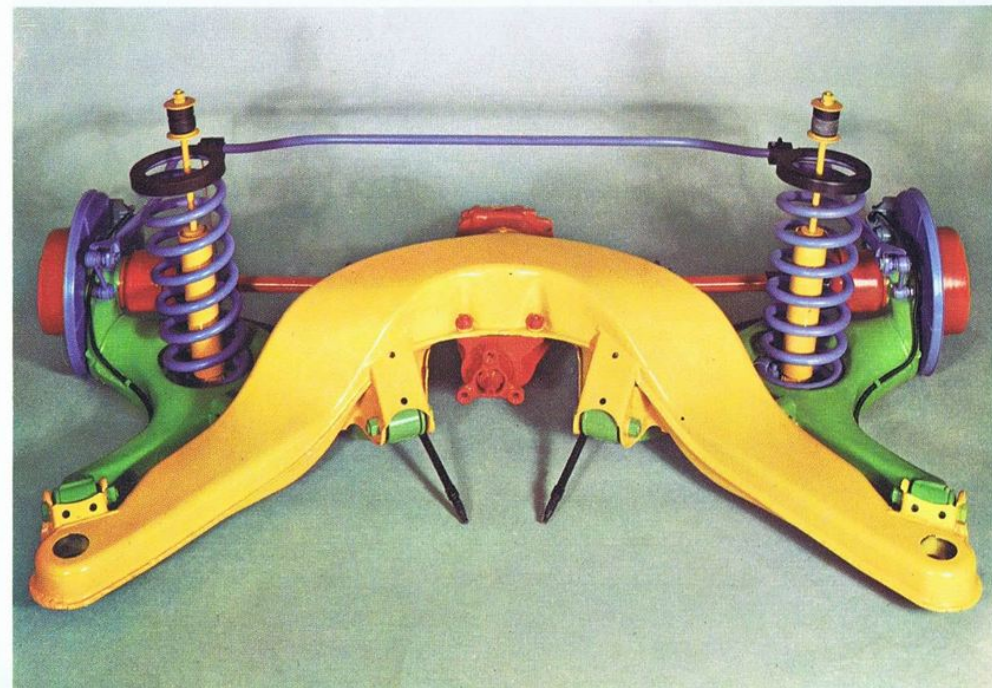
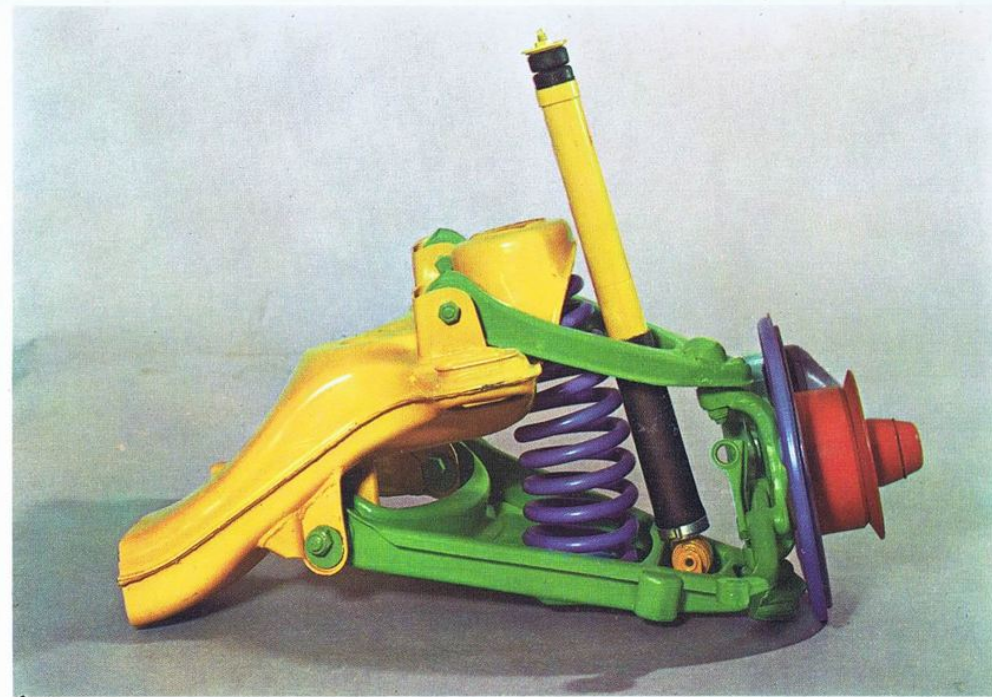


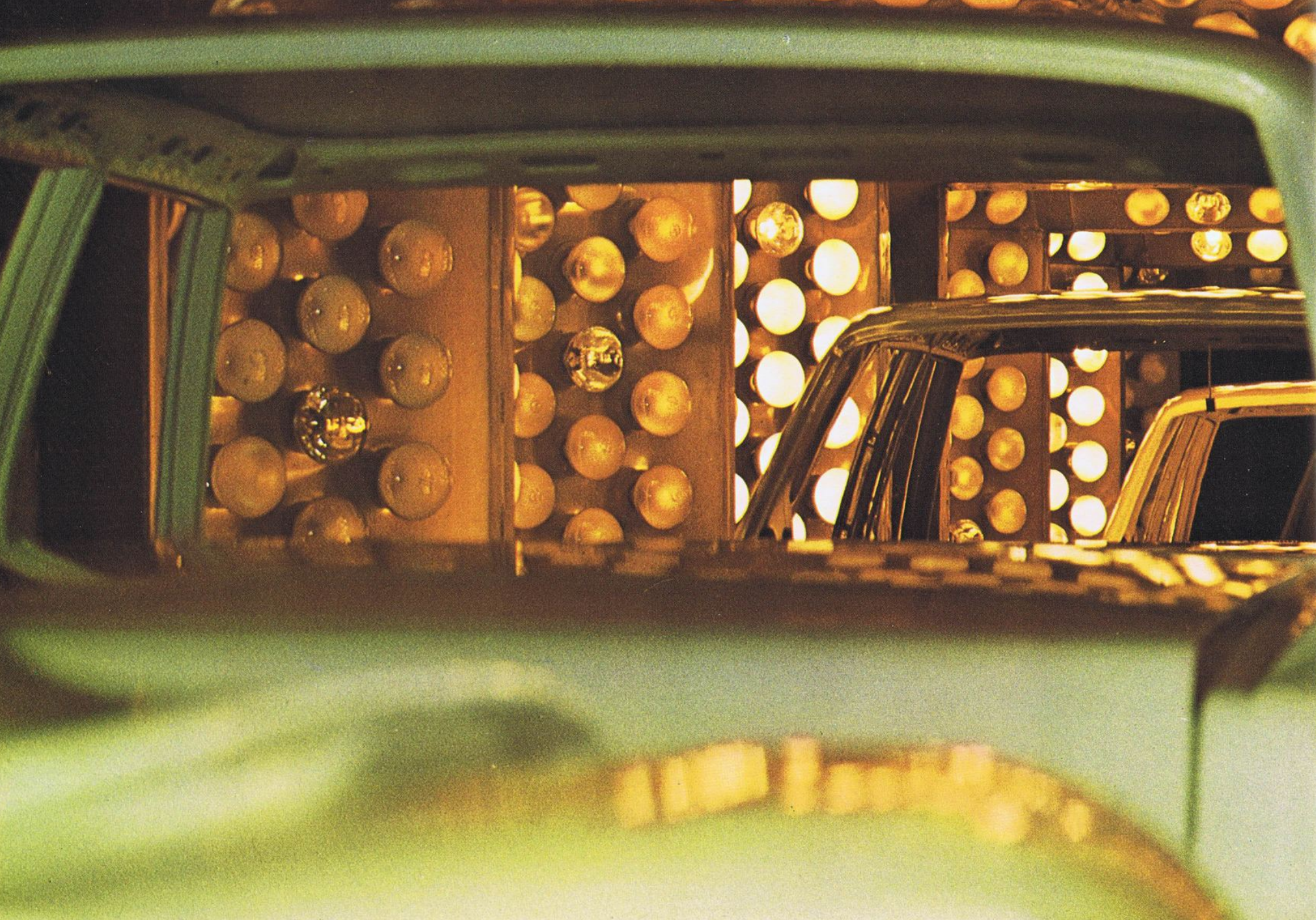
The important gears on the rear axles (bevel and crown gear) are matched in pairs and adjusted. This ensures quiet running and hence a minimum of wear.

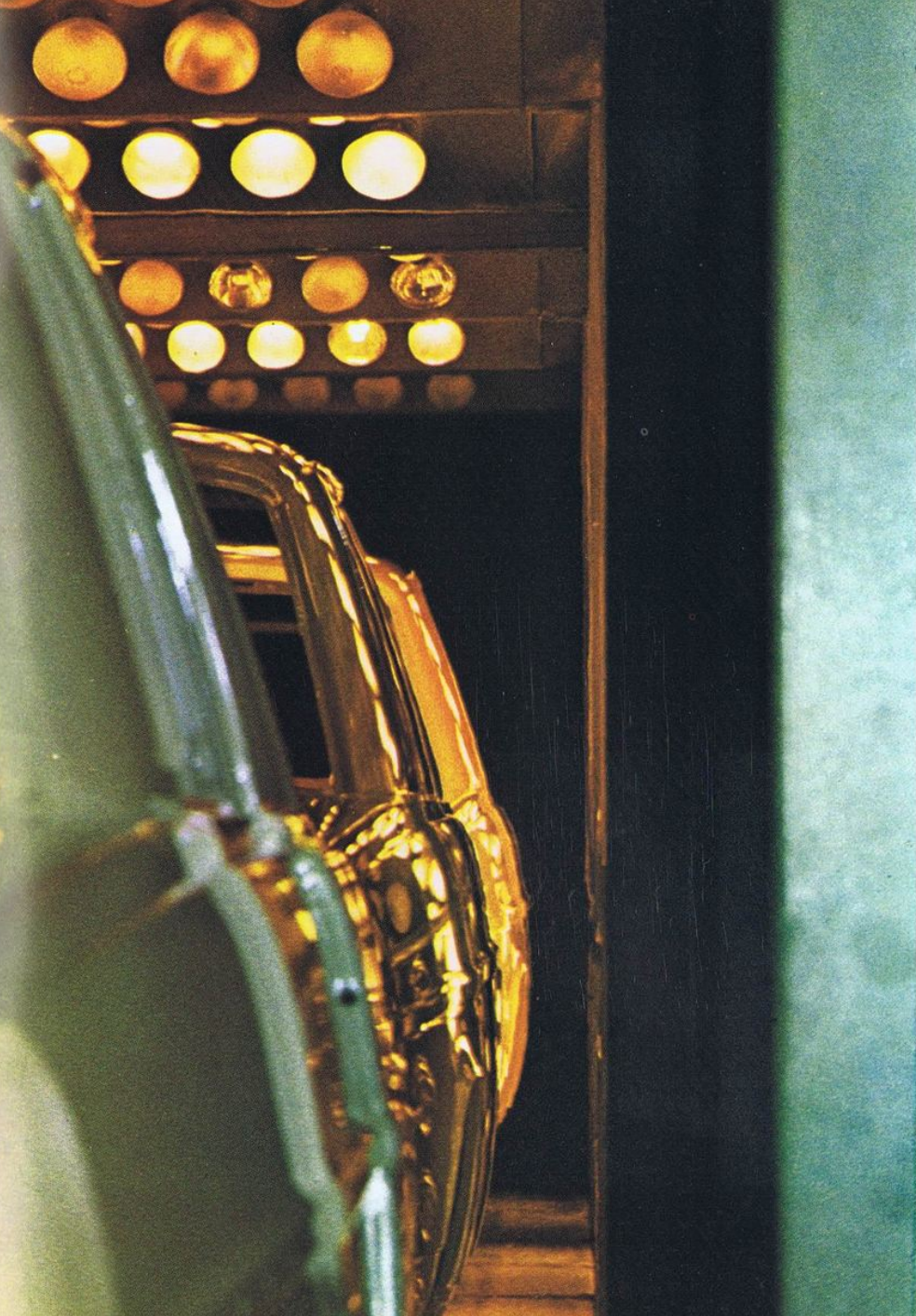


Automatic control points. Every bore is treated with this automatic feeler. If one of the pins encounters resistance, for example, if the hole has not been properly bored, then the engine block is immediately put aside. Control points like these appear at intervals all over the conveyor belts. They are uncompromising.

The moving and flexible axle elements are mounted on sturdy carriers, with all-round welding and rubber mountings to insulate them from the bodywork. This clear separation between axles and body results in the quiet and vibration-free characteristics of Mercedes-Benz cars.







How paintwork should be; hard but not brittle, resistant to weather and chemical influences, but elastic enough to be unaffected by stones flung up from the road. Paint consistency and drying processes must be matched precisely. One of the most important units, the drying plant.

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 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.



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

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 basis coating, and finally the special top coat.

Permanent undersealing

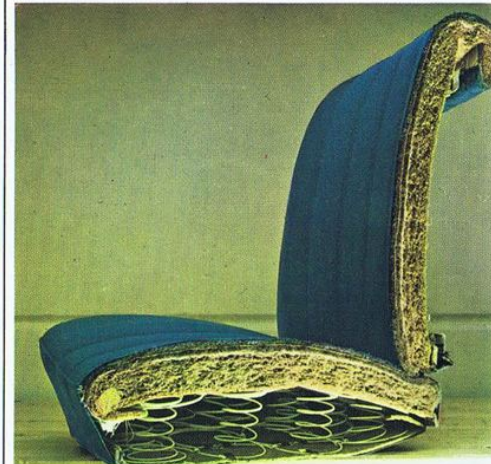
(around 14 kg. per vehicle) of the undercarriage, the fenders, the sills and the underside of the front section.

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.



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 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 get in.

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

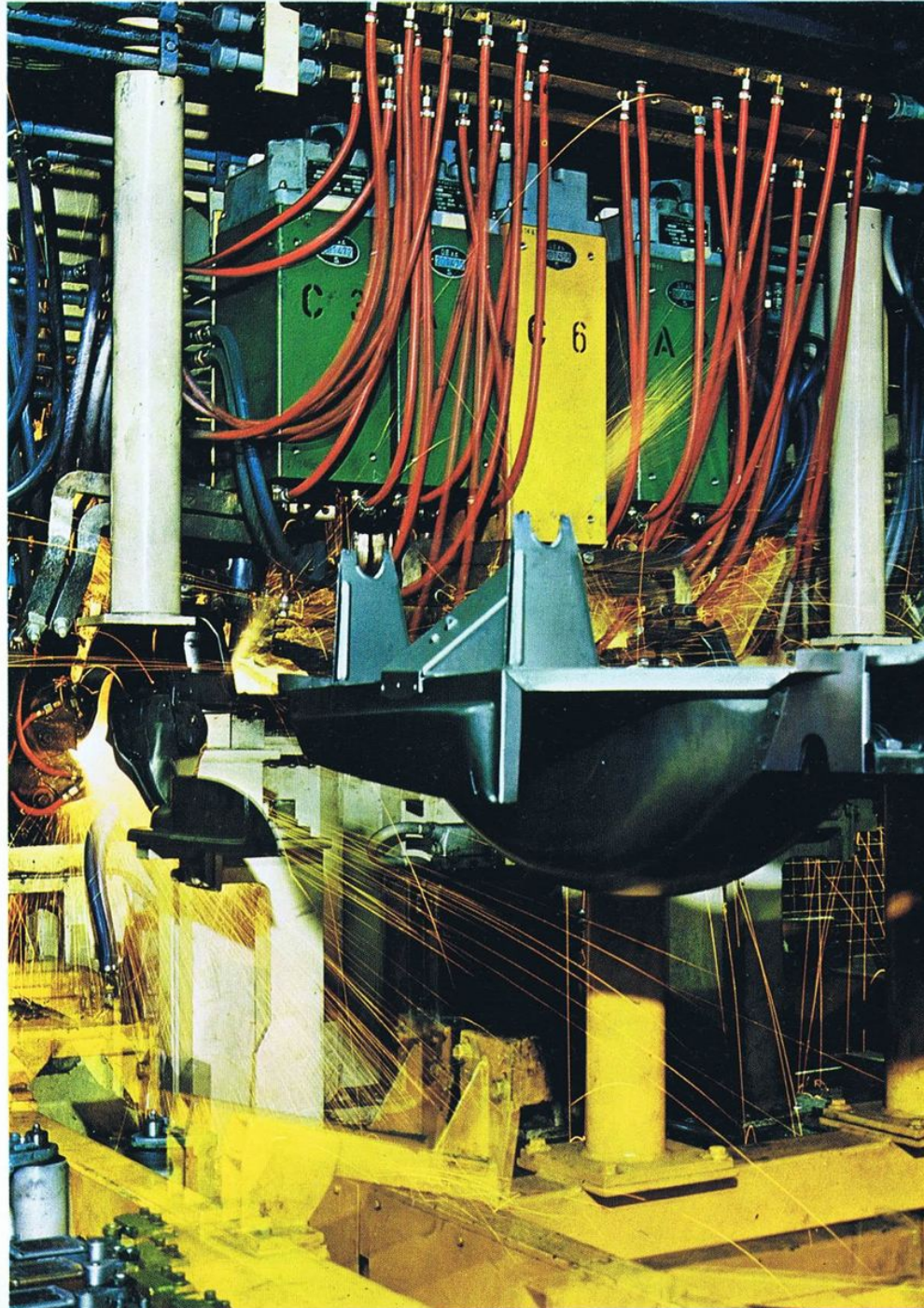
Ruthless inspection

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 3287 service stations in 163 countries, with experienced specialists who have frequent refresher courses given by factory experts. A reassuring feeling, especially for holiday journeys.

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.



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 windows, 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 perfect hip support, seat springing, vehicle suspension and sitting position carefully tuned, front seats adjustable forwards or backwards, also angle of backrest, reclining seat fittings. On request, bench seat with firm backrest.

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.

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.

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 on the front doors, glove compartment, rear window shelf, rear view mirror, adjustable to anti-glare position, padded sun visors with vanity mirror, on passenger side grab handles on roof frame, clothes hooks on grab handles, padded armrests on doors, centre armrest on rear seat, cigar lighter, ashtray at the front and rear, anchorage points for safety belts front and rear, carpets, towing lugs front and rear.

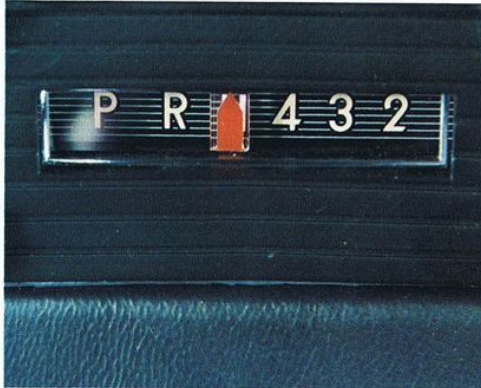


Optional

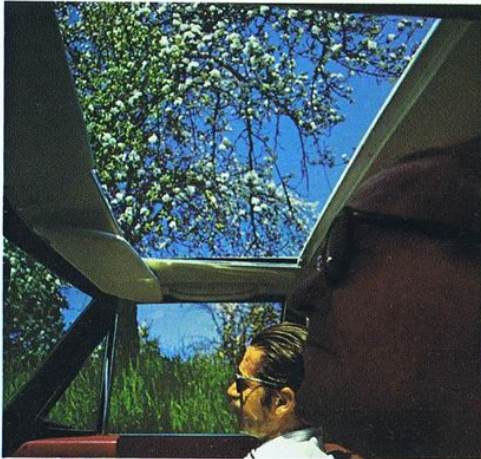
Mercedes-Benz cars are very well equipped and offer maximum comfort. If you want to personalize your Mercedes-Benz car and give it individuality, there are many extras available.



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 the 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 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

Engine	Mercedes-Benz 230		Mercedes-Benz 250	
Number of cylinders	6		6	
Bore/Stroke	3.22/2.87 ins.		3.23/3.1 ins.	
Total displacement	139.9 cu. ins.		152.4 cu. ins.	
Engine output acc. to SAE	135 gr. HP/5,600 rpm		146 gr. HP/5,600 rpm	
Engine output acc. to DIN ¹⁾	120 net b.h.p./5,400 rpm		130 net b.h.p./5,400 rpm	
Max. torque acc. to SAE	145 ft. lbs./3,800 rpm		161 ft. lbs./3,800 rpm	
Max. torque acc. to DIN ¹⁾	132 ft. lbs./3,600 rpm		147 ft. lbs./3,600 rpm	
Compression	9		9	
Oil capacity crankcase max./min.	9.7/6.2 Imp. pts.		9.7/6.2 Imp. pts.	
Capacity of cooling system	17.8 Imp. pts.		17.4 Imp. pts.	
Generator	14 V/35 A		14 V/35 A	
Battery	12 V/55 Ah		12 V/55 Ah	
Max. speed	approx. 109 mph.		approx. 112 mph.	
Tyres, tubeless	6.95 S 14/175 S 14/4 PR		6.95 H 14/175 H 14/6 PR	
Fuel	Premium		Premium	
Fuel consumption acc. to DIN 70030 ²⁾	25 m.p. Imp. gal.		24 m.p. Imp. gal.	
Tank capacity	14.3 Imp. gals.		14.3 Imp. gals.	
incl. reserve	approx. 2 Imp. gals.		approx. 2 Imp. gals.	
Weights				
Kerb weight	2,965 lbs.		3,000 lbs.	
Permissible total weight	4,110 lbs.		4,145 lbs.	
Trailer load with brake ³⁾	2,645 lbs.		2,645 lbs.	
Trailer load without brake ³⁾	1,565 lbs.		1,575 lbs.	

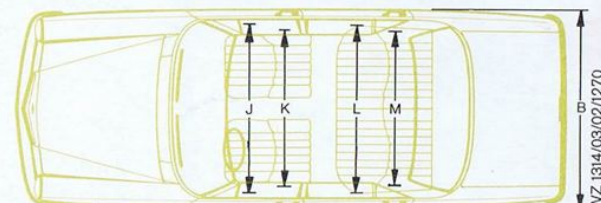
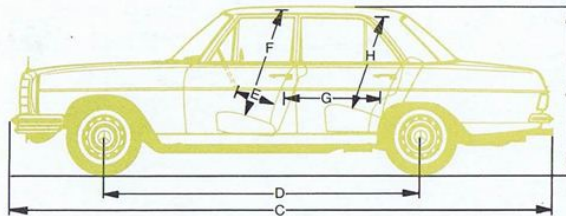
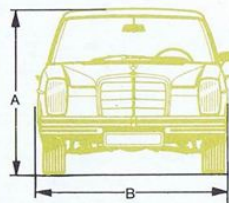
¹⁾ The output given in net b.h.p./DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power used for operating auxiliary units not required to operate the engine.

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 automobile manufacturers in the Federal Republic of Germany. 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, valid within the Federal Republic of Germany. In various countries other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.



A Overall height, unloaded	56.7 ins.	1440 mm
B Overall width	69.7 ins.	1770 mm
C Overall length	184.5 ins.	4685 mm
D Wheelbase	108.3 ins.	2750 mm
E Steering wheel - driver's seat backrest ⁴⁾	13.4 ins.	340 mm
F Seat height, unloaded, front	37.8 ins.	960 mm
G Driver's backrest - rear seat backrest ⁴⁾	32.1 ins.	815 mm
H Seat height at rear	34 ins.	860 mm
J Width at centre of upholstery, front	58.7 ins.	1490 mm
K Width at shoulder height, front	55.5 ins.	1410 mm
L Width at centre of upholstery, rear	58.5 ins.	1485 mm
M Width at shoulder height, rear	55.3 ins.	1405 mm
Track width, front	56.85 ins.	1444 mm
Track width, rear	56.69 ins.	1440 mm
Turning circle diameter	35.6 ft.	10,85 m
Boot space	approx. 20.5 cu.ft.	approx. 0,58 cu.m