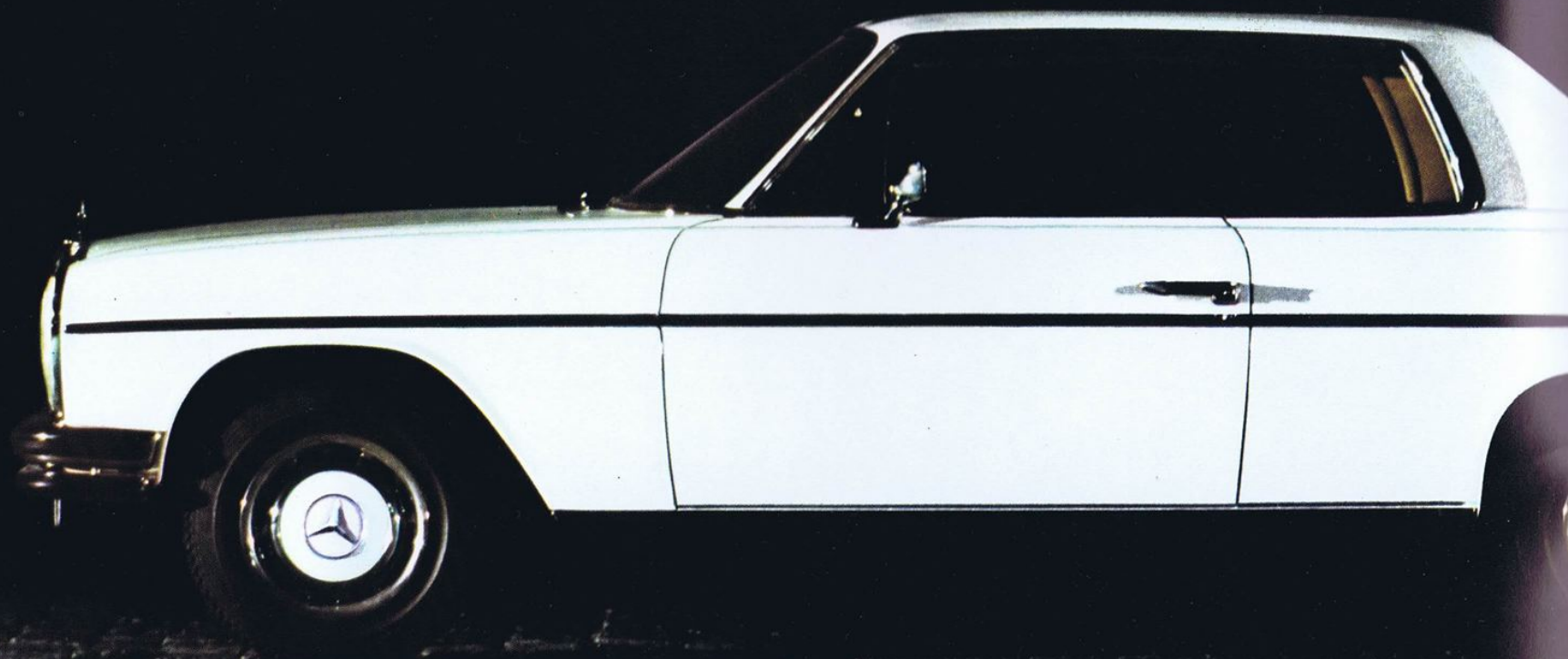




250 C 250 CE Coupés

Mercedes-Benz





250 C 250 CE Coupés

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 sizes. (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. The first main group (from the 200 D to the 250 CE) is headed by two luxury class vehicles:

Mercedes-Benz 250 C and 250 CE coupés — cars for no-nonsense individualists.

These cars are built for people who like to emphasize their individuality, but who are not impressed by fashion fads.

The well-proportioned lines are sleek and elegant. But it is not only their outward appearance which makes these cars so attractive. The technical specification and driving characteristics correspond to those of the Mercedes-Benz 250 saloon. This facilitates service and maintenance at any of the numerous Mercedes-Benz service stations.







These genuine five-seater coupés are distinguished without being extravagant in style.

The bodywork is low and streamlined. The chrome strips on the roof are not there just for show. They are of practical value. Ski holders or a luggage rack may be fixed onto them.

Sloping front and rear windows and frameless side-windows which wind down fully into the bodywork without a central pillar, contribute to excellent vision on all sides. Entry to front or rear seats is easy and convenient. Interior equipment is functional yet attractive. These are the features which underline the quality of Mercedes-Benz coupés.

The Mercedes-Benz 250 C and 250 CE coupés not only look sporty, but have the same thoroughbred driving characteristics as a sports car.

In addition they offer the full measure of Mercedes-Benz safety.

The rugged carburettor engine of the Mercedes-Benz 250 C coupé delivers 146 gr. HP/SAE (130 bhp/DIN).

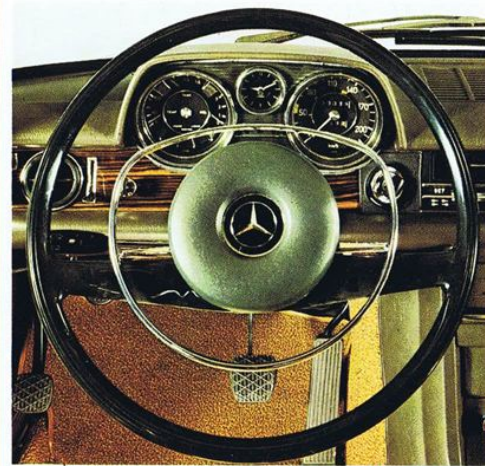
Output of the Mercedes-Benz 250 CE coupé engine is 170 gr. HP/SAE (150 bhp/DIN).

E means: electronically controlled fuel injection. Modern electronic techniques are employed in the transistorised metering unit to determine instantaneously the precise amount of fuel needed by the engine. The unit collects, registers and processes information about the engine's operating conditions and responds instantly.

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 and 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.



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



Efficient heating and ventilation system giving an infinite range of hot or cold air. Above, the large adjustable fresh air duct.

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 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 manoevrable 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.

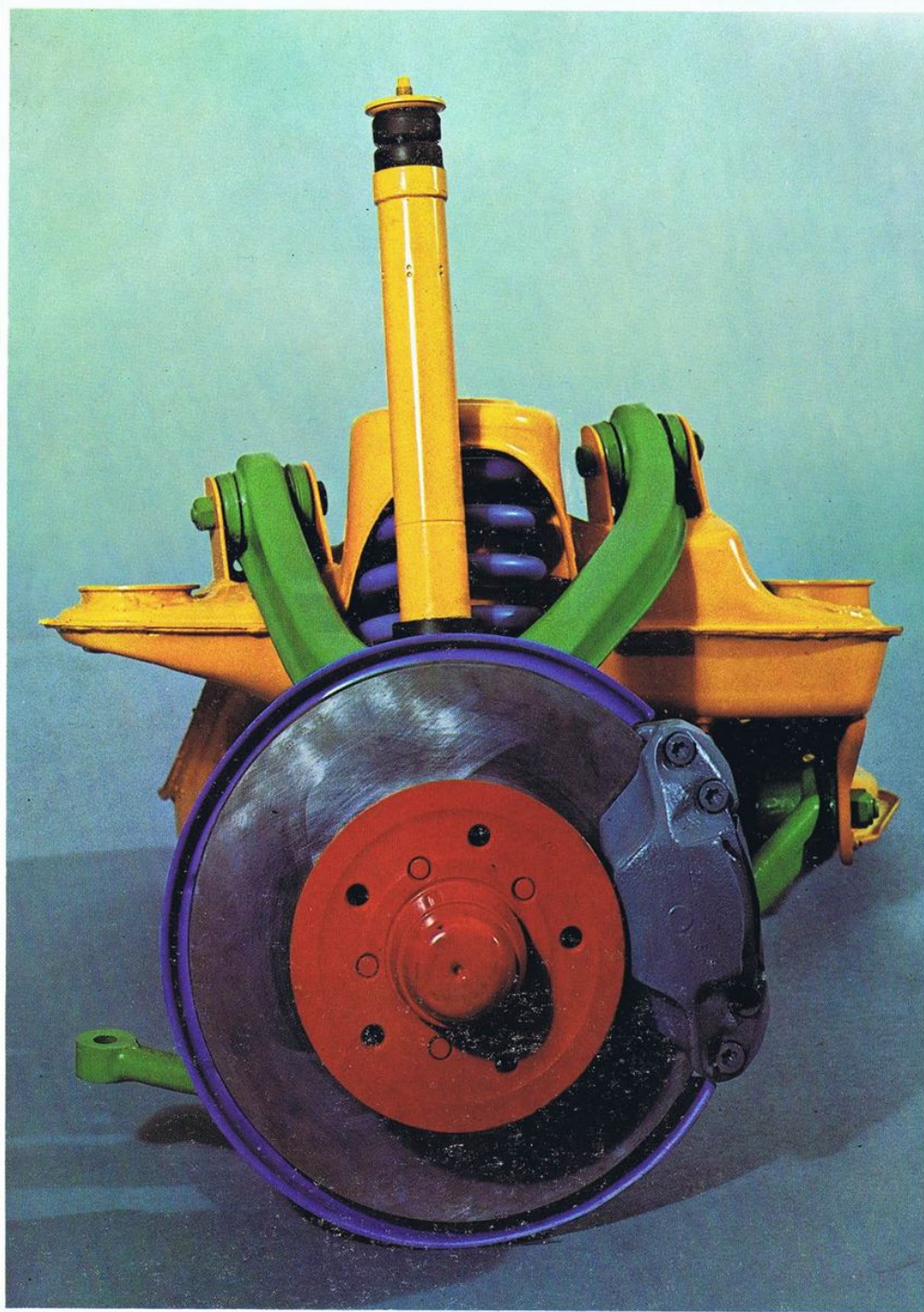
Mercedes-Benz do not believe in showy interior fittings.

Non-dazzle materials are better than visual splendence.

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.

Front axle; rugged axle support, strong triangular wishbones, large disc brakes, gas-filled telescopic shock absorbers, anti-dive control and anti-roll bars.





S-L 3219

Einordnen



The rough track on the proving ground at Untertürkheim.

Speed, 60 km/h.

The occupants must not be affected by the jolts. The complete shock-absorbing system, tyres, wheels, suspension, body and finally seats are co-ordinated so that the people inside are still comfortable. A special advantage of Mercedes-Benz.

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.

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.



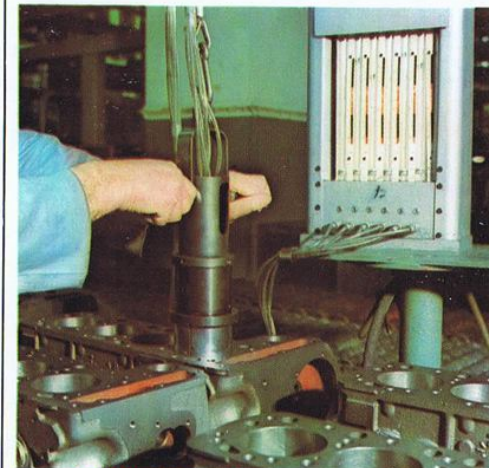
Part of the development programme. A car is put into the cold room, where the temperature is -25°C . To pass the test the engine must start in 10 seconds.

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

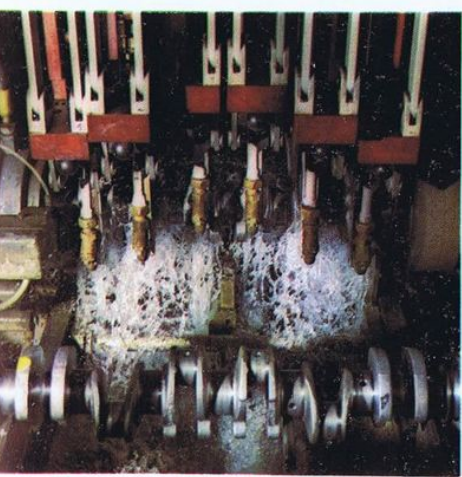
Every engine, transmission and axle is subjected to extensive test runs under varying conditions. Only after they have withstood these trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.

The transistorized ignition of the engine 250 CE

The ignition contacts work with a very low power current. This means the minimum amount of wear and exact, precise ignition for a very long period of time.

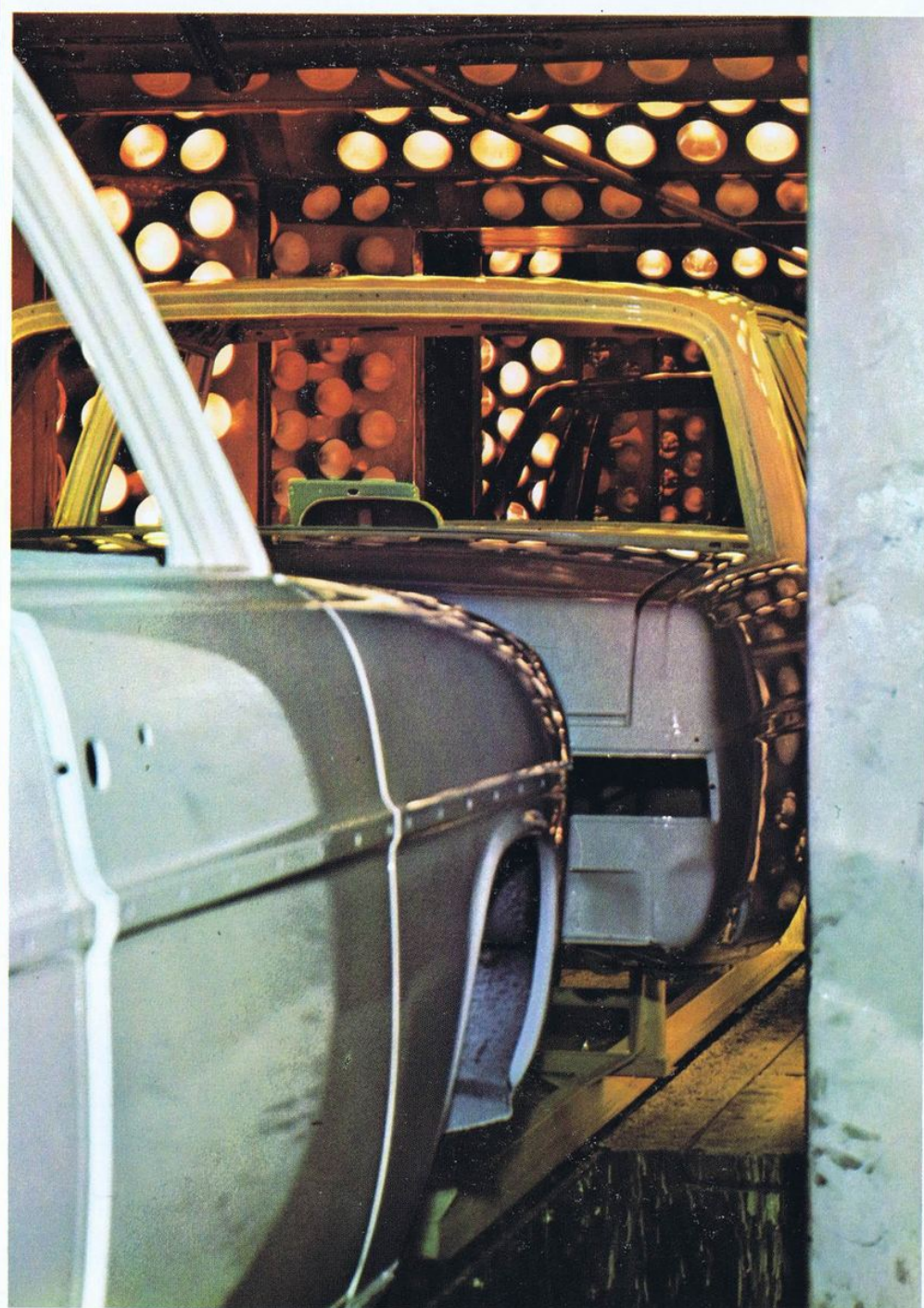


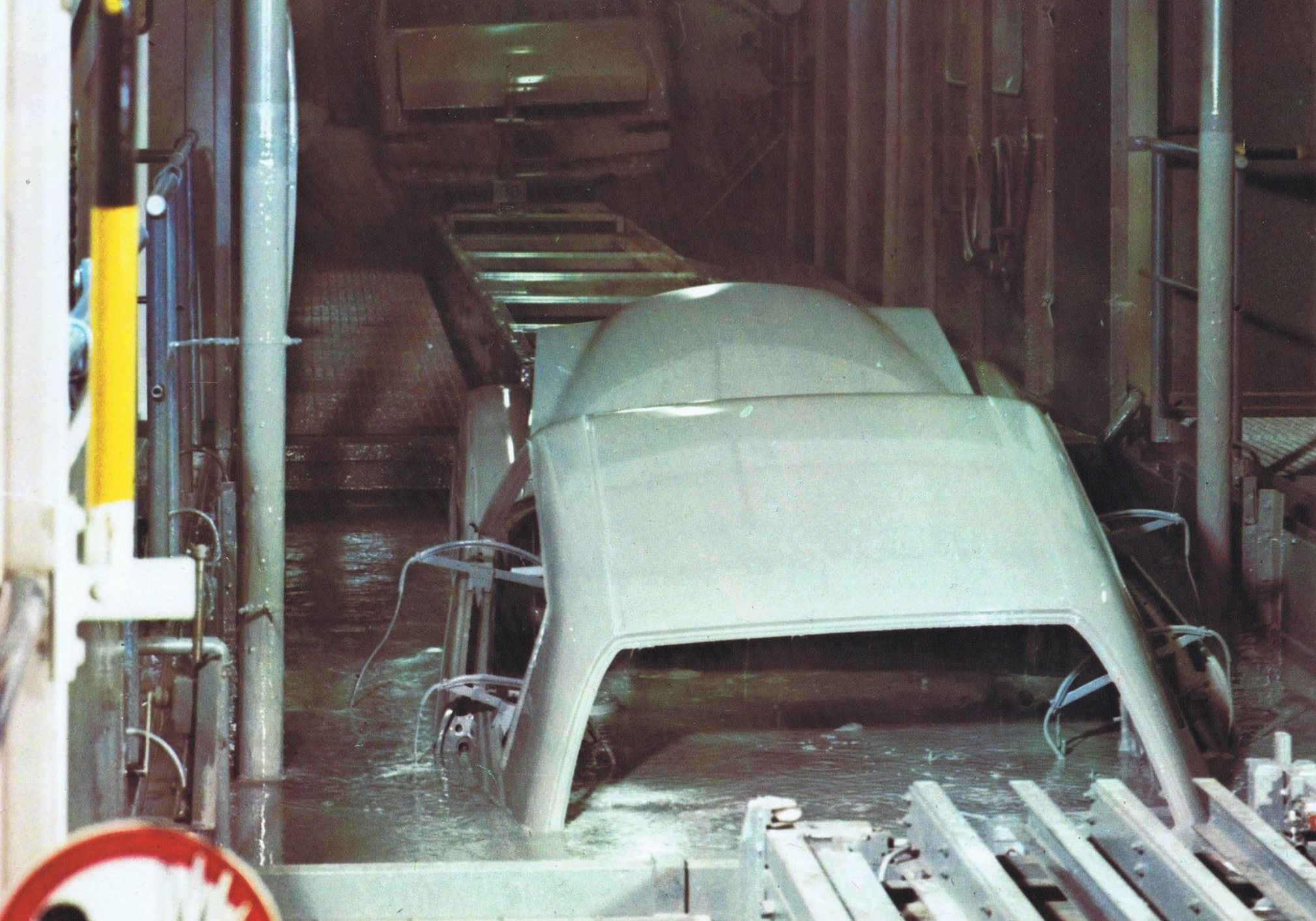
Reliability based on accuracy. Every cylinder bore is checked pneumatically.

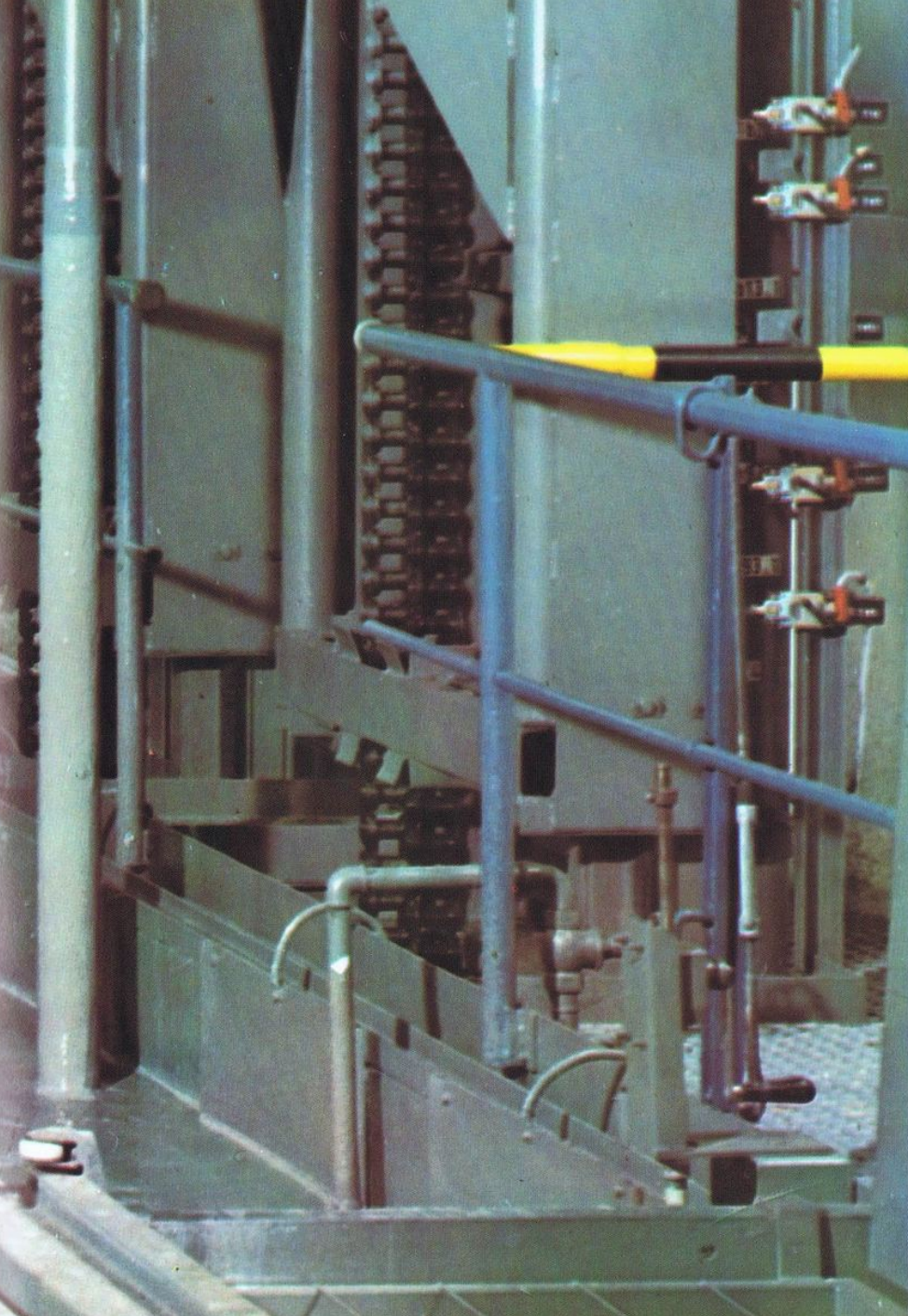


Inductive crankshaft hardening means that the important points receive particular attention without the surface structure being affected. Nothing is left to chance.

This is how paintwork should be. Hard but not brittle, resistant to weather and chemicals, but elastic enough to remain undamaged by flying stones. Paint consistency and drying processes must be precisely matched. One of the most important pieces of equipment, the drying plant.







Each body shell is immersed in priming paint to protect the parts which are difficult to reach.

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 re-sale 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.

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 best paint is useless if it can be damaged by stones. On places such as wheel arches Mercedes-Benz have an extra flexible plastic coating as part of the standard finish.

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

15% 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 accurately and hence more safely than the most skilled specialist.



Not absolutely necessary, but safer and more reliable. Every Mercedes-Benz engine block is painted on the inside before assembly, to give better cohesion of the cast-iron molecules.

It is, therefore, impossible for particles to be loosened and clog the oil ducts when the engine is run. It does not have to be done, but ... reliability?



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 light, asymmetric low beam (dimmer), high-beam headlights, foglamps, side lights, reversing lights, infinitely variable instrument lighting, boot light, interior lights with door contact and hand switch. Rear compartment reading light with switch on dashboard, glove compartment light, lighting for heater controls, cigar lighter and ashtray.

Seats

Seating anatomically contoured, firmly anchored, shaped to give perfect hip support; seat springing, vehicle suspension and sitting position carefully co-ordinated, front seats adjustable forwards and backwards, angle of backrest, fully reclining. Backrests of front seats can be folded forward, they are vacuum locked when doors are shut.

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.

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 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 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 and side armrests on rear seat, cigar lighter, ashtrays at the front and rear,

anchorage points for safety belts front
and rear, carpets, chrome protective strips
on door sills, chrome roof strips for luggage
rack or ski-holders, towing lugs front and
rear.

contents not binding,
subject to modifications.



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.

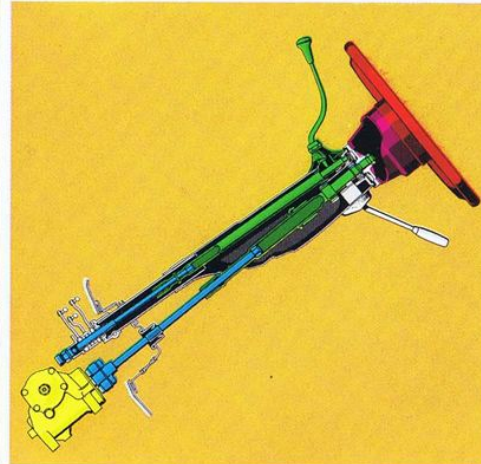
In its issue No. 4, 1969, the German motor magazine "auto motor und sport", says:

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



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.

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.

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 mounting on the axle-supports absorb unevenness in the road, gas-filled telescopic shock absorbers guarantee constant operation.

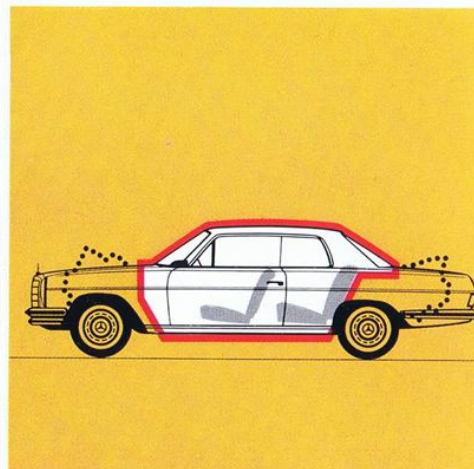


Diagram of the distortion principle; rigid passenger compartment with energy-absorbing, collapsible front and rear sections.



Steering wheel with large padded boss, and underneath this the impact absorber, which alone can be distorted by about 85 mm.

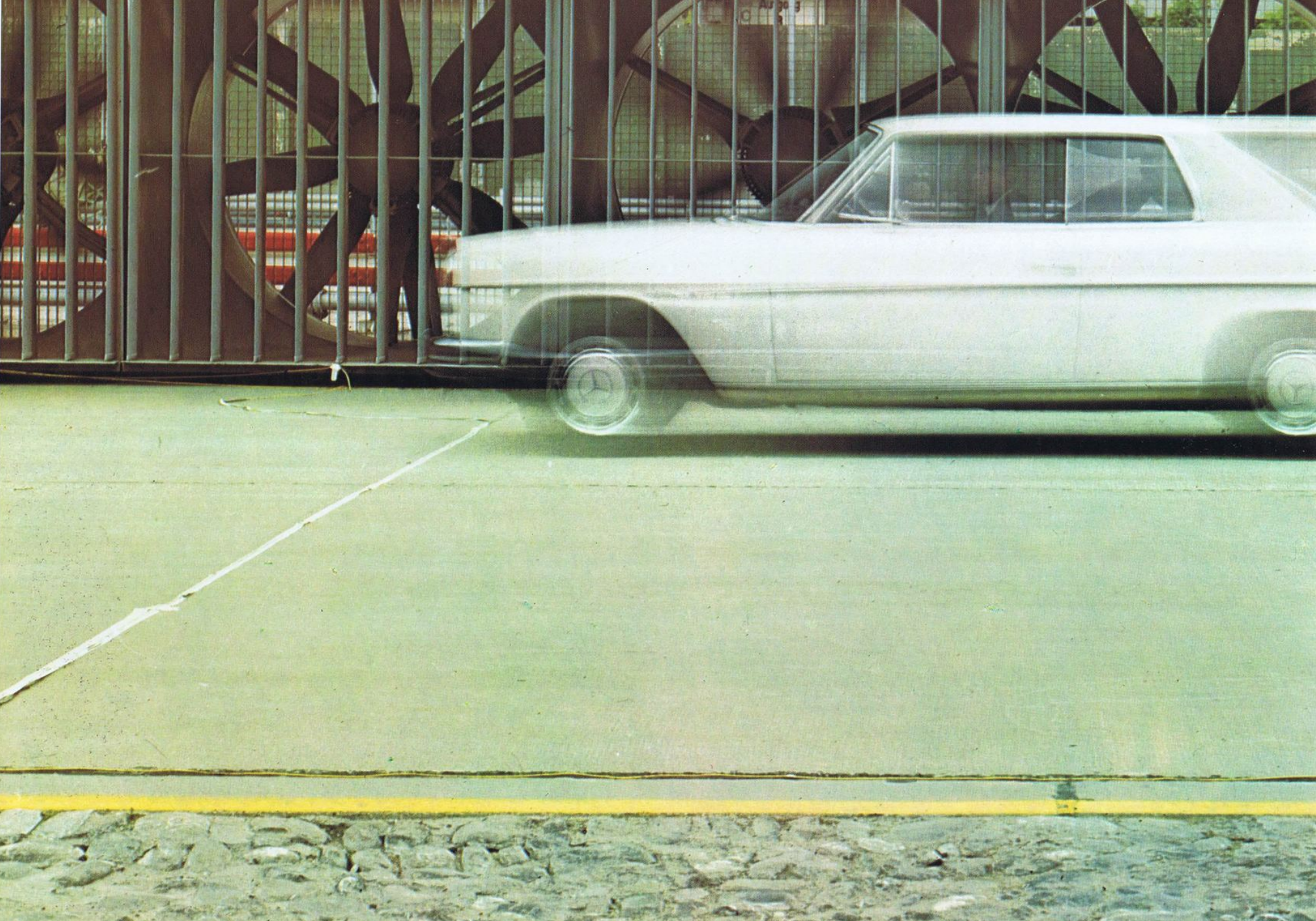
In front: the easy-to-read, non-dazzle instruments – well within the driver's field of vision.

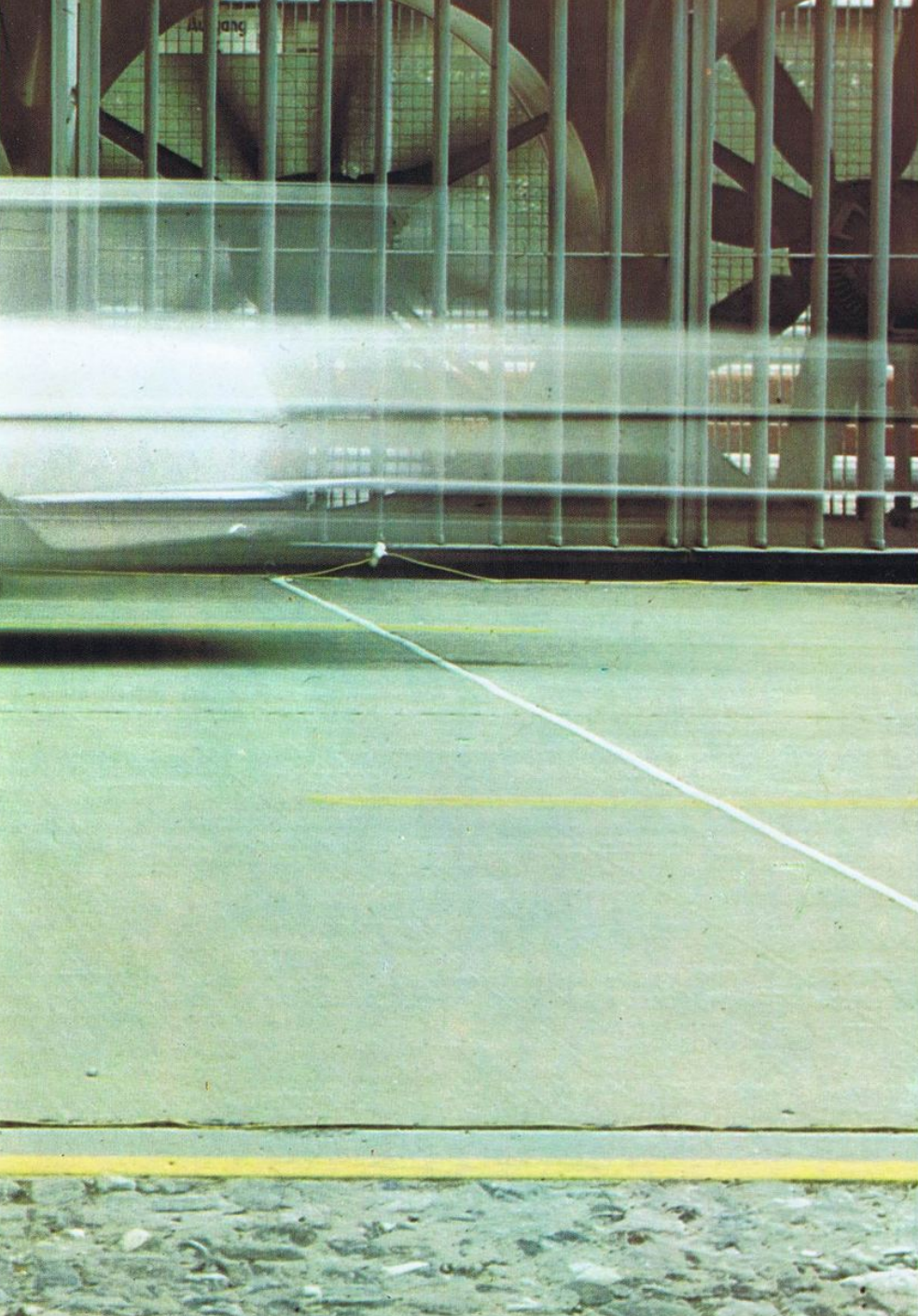
Today, Mercedes-Benz' intensive research goes beyond the automobile itself. The second decisive factor being tested is the man and his reactions. Mercedes-Benz sends its vehicles on to the test track with everyday drivers at the wheel. Unexpected hazards are simulated by experts. All reactions are noted. 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.

The strong pins of the safety door locks. This is yet another Mercedes-Benz patented feature.







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

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. On these occasions the engine, with its high torque and above average power reserves, shows its mettle.

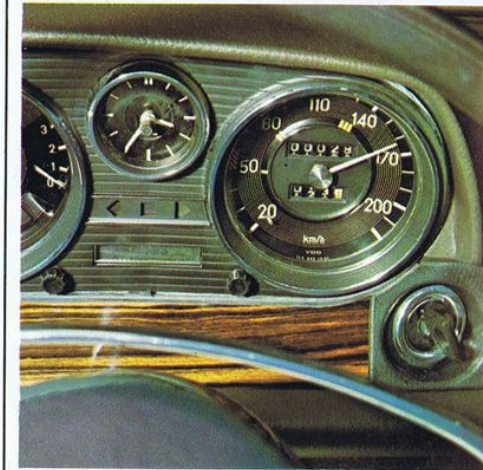
The Mercedes-Benz 250 C coupé has twin two stage down-draught carburettors. At low and medium engine speeds only the first stage of the carburettors is used. When the engine is called upon to deliver a higher output, the second stage comes into operation automatically, as a result of the low pressure in the suction pipe. This means that in all operating conditions the engine is provided with the right fuel-air mixture.

On the Mercedes-Benz 250 CE coupé the „E” means electronic fuel injection. Upon pressure on the accelerator, the metering unit instantly determines the correct amount of fuel according to the absolute pressure of the intake pipe and the engine speed. All essential information about the operating condition of the engine is also registered and processed. This includes engine temperature and various other factors.

The electronic system works invisibly and imperceptibly. Only the result is felt. The engine always responds immediately and accelerates briskly and powerfully from all speeds. There is no hesitation on sudden acceleration. Fuel consumption is kept low because the control device delivers only the exact amount of fuel required by each cylinder at the time.

Both cars have a separate cooler for the engine oil. This is important, because the engine oil not only lubricates but also helps to remove heat from the engine bearings.

The suspension is efficient at all speeds.



Easy-to-read instruments located well within the driver's field of vision. Non-dazzling 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.

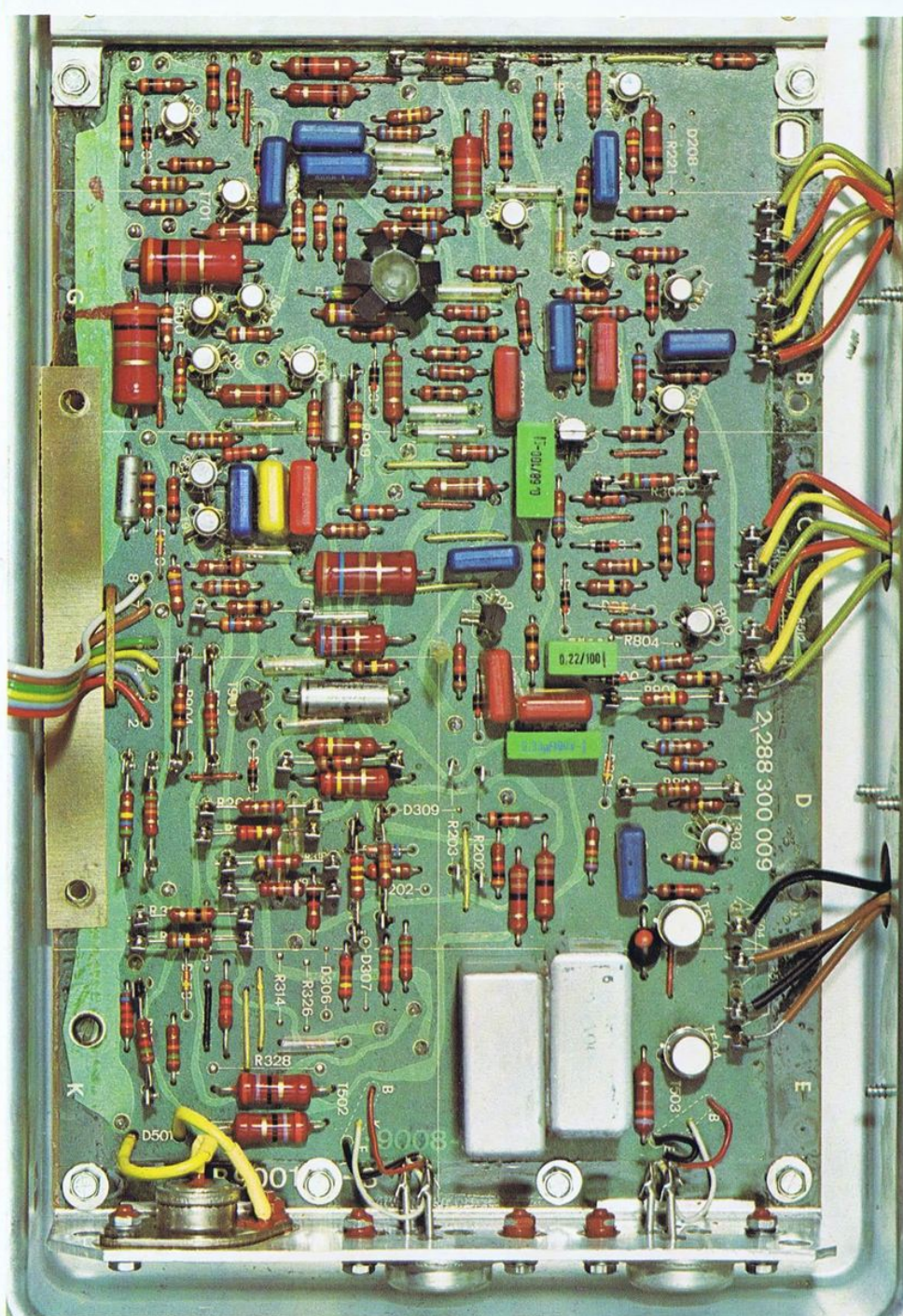
In Mercedes-Benz cars wide track, long wheelbase and low centre of gravity are combined ideally with streamlined bodywork and a well-co-ordinated chassis with independent wheel suspension.

This perfect technical layout is matched to maximum comfort.

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

The "data processing centre" of the Mercedes-Benz 250 CE is in a well-protected position inside the engine compartment. The electronic system determines in a fraction of a second the amount of fuel required according to engine load and driving conditions.

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.



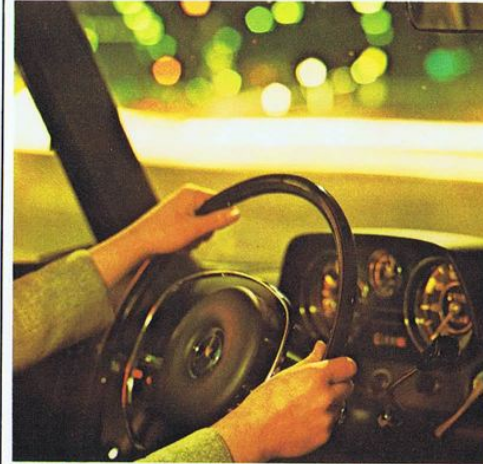




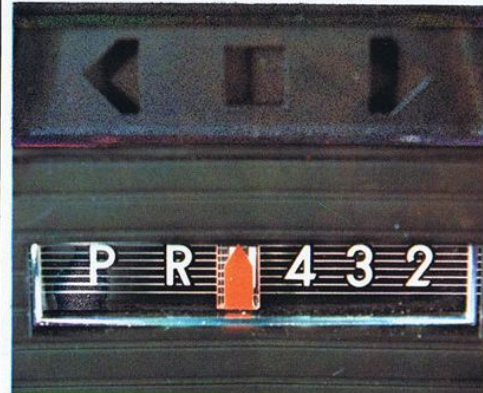
**Mercedes-Benz cars are reliable even under
the most extreme conditions.**

Optional

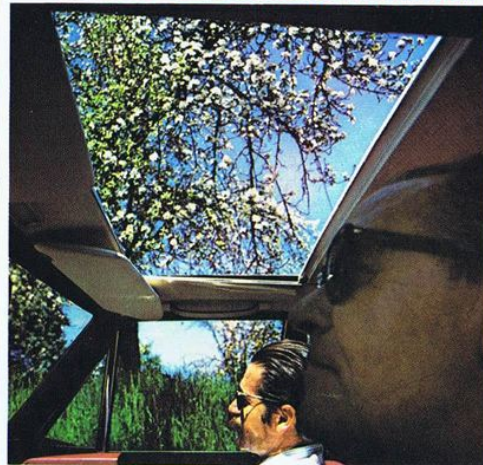
Mercedes-Benz cars are very well equipped and offer maximum comfort. If you want to personalize your Mercedes-Benz car and give it an individuality, there are many extras available.



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

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.



Safety headrests



Radio



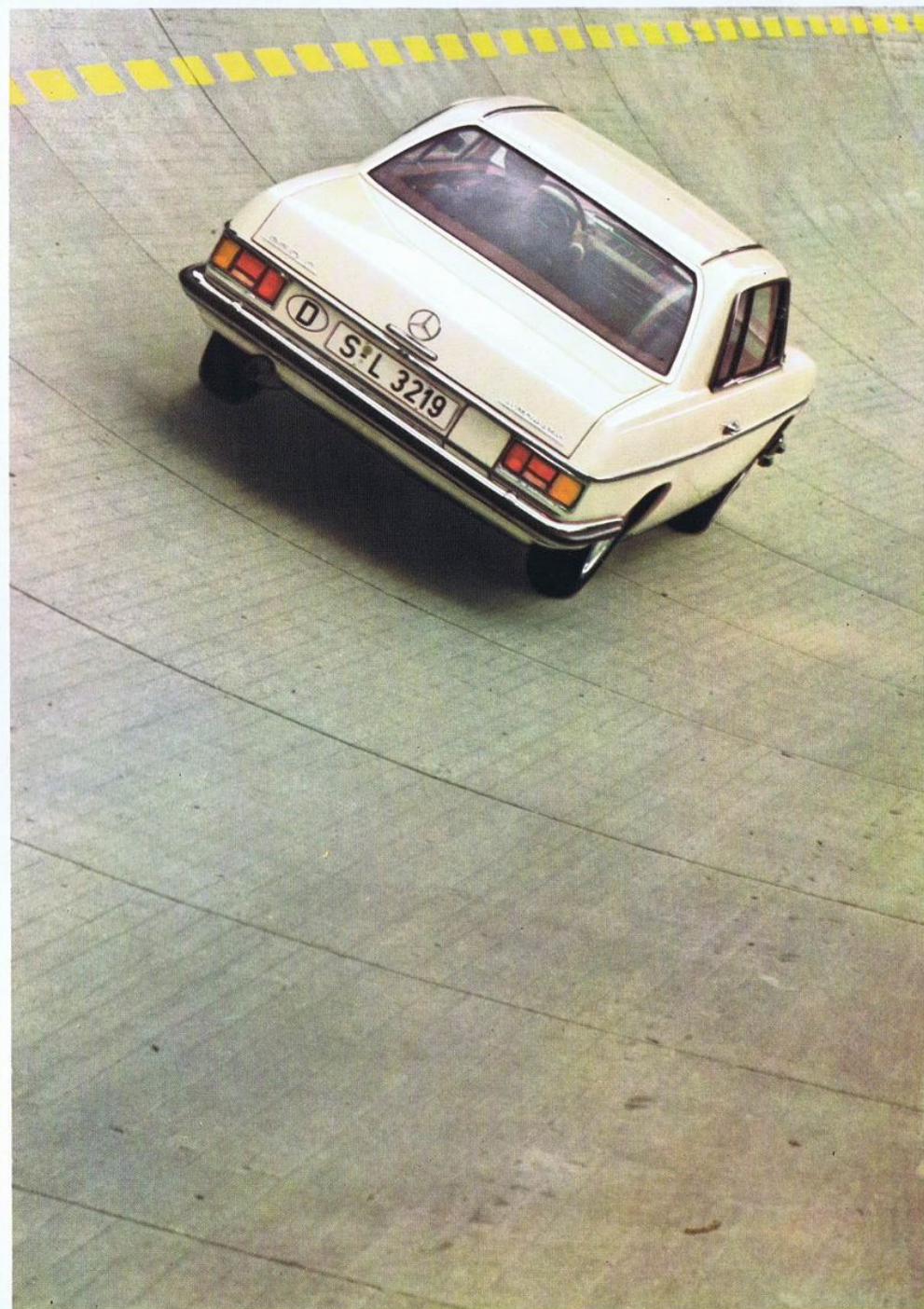
Safety belt

Radio
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 the 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 brochures on: Mercedes-Benz Special Equipment and Mercedes-Benz Automatic Transmission, Power Steering and Air Conditioning.



Technical data

Engine	Mercedes-Benz 250 C		Mercedes-Benz 250 CE	
Number of cylinders	6		6	
Bore/Stroke	3.23/3.1 ins.		3.23/3.1 ins.	
	82/78.8 mm		82/78.8 mm	
Total displacement	152.4 cu. ins.		152.4 cu. ins.	
	2496 c.c.		2496 c.c.	
Engine output acc. to SAE	146 gr. HP/5,600 rpm		170 gr. HP/5,600 rpm	
Engine output acc. to DIN ¹⁾	130 net b.h.p./5,400 rpm		150 net b.h.p./5,500 rpm	
Max. torque acc. to SAE	161 ft. lbs./3,800 rpm		170 ft. lbs./4,650 rpm	
	22.3 mkp/3800 rpm		23.5 mkp/4650 rpm	
Max. torque acc. to DIN ¹⁾	147 ft. lbs./3,600 rpm		155 ft. lbs./4,500 rpm	
	20.3 mkp/3600 rpm		21.5 mkp/4500 rpm	
Compression	9		9.5	
Oil capacity crankcase max./min.	9.7/6.2 Imp. pts.		9.7/6.2 Imp. pts.	
	5.5/3.5 litres		5.5/3.5 litres	
Capacity of cooling system	17.4 Imp. pts.		17.4 Imp. pts.	
	9.9 litres		9.9 litres	
Generator	14 V/35 A		14 V/55 A	
Battery	12 V/55 Ah		12 V/55 Ah	
Max. speed	approx. 112 mph.		approx. 118 mph.	
	approx. 180 kmph		approx. 190 kmph	
Tyres, tubeless	6.95 H 14/175 H 14/6 PR		6.95 H 14/175 H 14/6 PR	
Fuel	Premium		Premium	
Fuel consumption acc. to DIN 70030 ²⁾	24 m.p. Imp. gal.		24 m.p. Imp. gal.	
	11.7 litres per 100 km		11.7 litres per 100 km	
Tank capacity	14.3 Imp. gals.		14.3 Imp. gals.	
	65 litres		65 litres	
incl. reserve	2 Imp. gals.		2 Imp. gals.	
	approx. 9 litres		approx. 9 litres	
Weights				
Kerb weight	3,000 lbs.		3,045 lbs.	
	1360 kg		1380 kg	
Permissible total weight	4,145 lbs.		4,190 lbs.	
	1880 kg		1900 kg	
Trailer load with brake ³⁾	2,645 lbs.		2,645 lbs.	
	1200 kg		1200 kg	
Trailer load without brake ³⁾	1,575 lbs.		1,600 lbs.	
	715 kg		725 kg	

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.

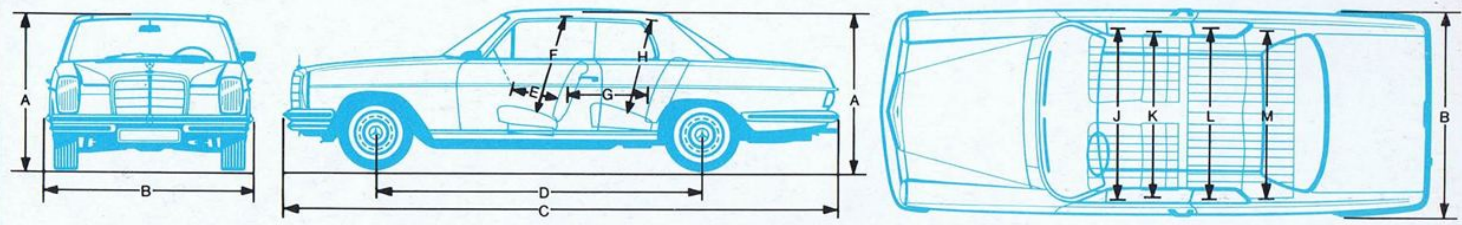
²⁾ Technical data acc. to DIN 70020 and 70030. Fuel consuming according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (68 mph.) on an even road, plus 10 %.

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.

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



A Overall height, unloaded	54.9 ins.	1395 mm
B Overall width	70.5 ins.	1790 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	36.6 ins.	930 mm
G Driver's backrest – rear seat backrest ⁴⁾	29.1 ins.	740 mm
H Seat height at rear	33.1 ins.	840 mm
J Width at centre of upholstery, front	58.7 ins.	1490 mm
K Width at shoulder height, front	56.1 ins.	1425 mm
L Width at centre of upholstery, rear	55.1 ins.	1400 mm
M Width at shoulder height, rear	54.7 ins.	1390 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. 21.5 cu. ft.	approx. 0.61 cu. m