



**280 S**

**280 SE**

**I**t will be decades before any other form of transport can provide as much freedom as the car, freedom to travel where, when and with whom you wish. You, like millions of other people, do not want to be without your car, you feel it is an essential part of your life.

For these reasons we have devoted a great deal of effort over the years towards improvements in the car, and made a contribution towards easier, safer motoring.

Mercedes-Benz vehicles have already reached such a high level of technology that any further real progress seemed almost impossible.

But with the S-class, tangible improvements have been made.

In developing these models we have reached the physical and technological limits of current automotive engineering. Higher standards are inconceivable at the present time.

But in some aspects we have been able to achieve such significant progress that we can now talk of new dimensions in handling characteristics, safety and comfort.

Together, our high standard of technology and your courtesy can make a positive contribution to civilised, personalised motoring.

## 280 S 280 SE

The suspension sets new standards in stability, cornering and road-holding. The proven diagonal swing-axle rear suspension is complemented by a new front axle with zero-offset steering, a component which has been developed in the C 111 research vehicle. This suspension gives an unrivalled standard of safety.

Both cars have power-assisted steering as standard equipment. Increased leg-room and seats with even better lateral support provide maximum comfort.

The six-cylinder engines have a power-output and flexibility which enable the driver to make full use of opportunities to overtake, swiftly and with safety.

But control of power is more important than the power itself. That is why the 280 S and 280 SE have enlarged disc brakes with additional internal ventilation at the front.

The proven Mercedes-Benz safety system is supplemented by new features. Precalculated crumple zones, increased side and roll-over protection, counterbalanced safety door locks, four-spoke safety steering wheel, specially-shaped front pillars to keep the front windscreen and side windows free from rainwater, dirt, etc.





## Just two of the multitude of new features

**T**he new front axle was tested successfully in the C 111 research and development vehicle.

It is completely maintenance-free. The forged double wishbones – which can be subjected to extremely high stresses – are shaped to give progressively-acting anti-dive control. Mounting points to the bodywork are far apart, thus giving very accurate wheel location.

The axle has zero-offset steering, which needs a brief, theoretical explanation. Visualise the point at which an imaginary extension of the front wheel pivot would meet the road and also the centre-point of the tyre contact area.

Normally, seen from the direction of travel, these two points are some distance apart. On the new front axle of the "S" class, these two points lie in a direct line, one behind the other, engineers call this an axle with zero-offset steering.

To make this clearer, we have included a diagram at the back of this brochure. The result of this new feature is that, under braking, uneven forces acting on the front wheels cannot affect the steering line.

A comparatively simple but extremely effective improvement has been achieved with the rear lights. The tail lights are located in an area of the vehicle which is particularly prone to the accumulation of dirt. Intensive tests in the wind tunnel have revealed that dirt very soon collects on smooth, vertical surfaces.

Recessed parts, however, remain clean for much longer. That is why the surfaces of the rear lights have deep grooves. The result. While the former type of brake lights were hardly visible after a 300 km journey on muddy roads, the new type are still clean, even after 600 km under the same conditions.

These are two examples showing how technical improvements can help the driver.

No other automobile concept makes such logical use of technical knowledge as the new Mercedes-Benz S-class.



280 S



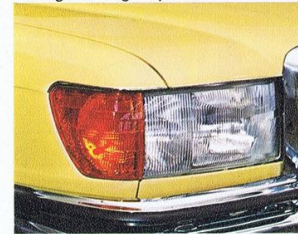
Two-speed windscreen wipers with intermittent control. Correctly located in the air flow on the screen, there is no danger of "lifting" at high speed.



Counterbalanced safety lock with rounded, pull-type, door handle. It will not burst open or jam under impact.



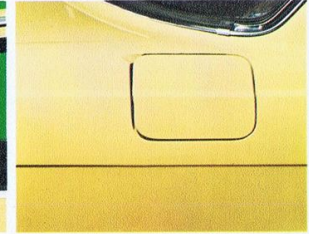
Despite its 11.5 cm longer wheelbase (compared with their predecessors) both cars have a turning circle diameter of only 11.4 m.



Horizontal headlight unit (high and lowbeam headlights, foglamps) Halogen headlights are an optional extra.



Side windows remain free from dirt, due to newly designed, extra sturdy, roof pillars. Rainwater is directed away from the windows.



The fuel tank — with filler cap at the side — is located in a protected position above the rear axle and is isolated by bulkheads.



The bodywork has all-round protection. Wide rubber strips in the bumpers at the front and rear, and rubber inserts in the chrome strips along the sides.



Draught-free, continuous ventilation by means of extractor slots in the rear roof pillars. Complete change of air three times a minute, even when the windows are closed.

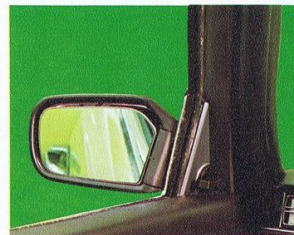


The rearlight unit repels dirt, because of its ridged surface, developed in the wind tunnel.

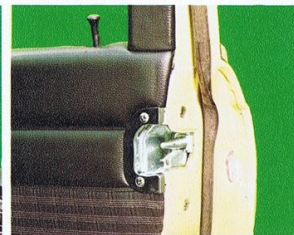




A large amount of extra equipment is available for the 280 S and 280 SE. For example, safety headrests, inertia reel safety belts and also the interior door padding which is standard in the 350 SE.



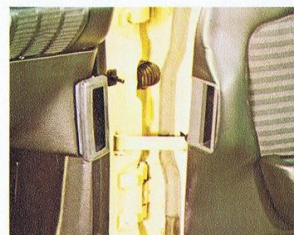
When the side window is closed, the exterior view mirror can be adjusted from inside the car.



The Mercedes-Benz safety door lock has now been improved. It can be subjected to a load of 3,000 kg.



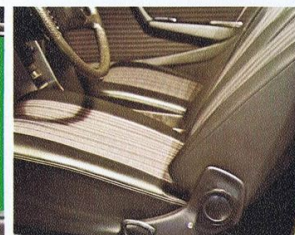
Generous, easily accessible storage space in the door pockets and the odds and ends tray between the front seats.



The front doors are linked to the heating and ventilation system by means of air ducts.



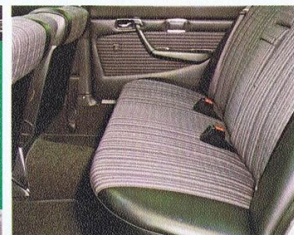
Optional. Inertia reel three-point safety belts. They permit full freedom of movement and only lock under sharp braking.



Both front seats are adjustable fore and aft as well as for backrest angle. The driver's seat can also be adjusted for height.



High degree of roll-over safety because of the thoroughly tested roof design, calculated by ESEM (elastostatic-element-method).



Between the rear bench seat (with a seat depth of 50 cm) and the front seats (in the medium position) the 280 S and 280 SE have 77 cm of legroom.



The 280 S and 280 SE models cruise at high speeds, even on wet, bad road surfaces.



← [Battery] [Headlights] [Wipers] [PRND] [Wipers] →

V  
D O + P





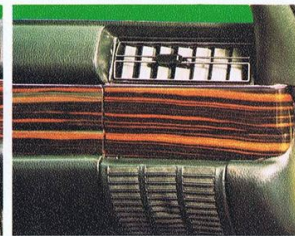
The 280 S and 280 SE models have floor gear shift as standard. Both cars can, however, be supplied with column gear shift, when fitted with Mercedes-Benz automatic transmission.



The progressively-yielding instrument panel was developed in decades of research. The knee protection below it, is new.



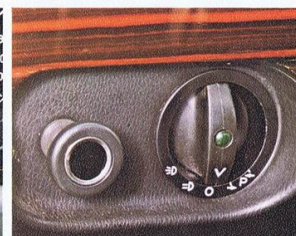
A total of 11 adjustable air vents. In the middle of the instrument panel, a large fresh-air vent infinitely adjustable to all angles.



Infinitely adjustable grille for broad circulation of warm or cold air both right and left of the instrument panel.



Warning lights, with symbols, for indicators, high-beam headlights, fuel reserve, battery and brakes.



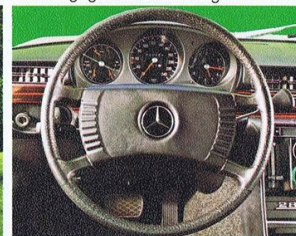
All knobs, switches and levers are flexible or flush-mounted. One central switch for headlights, parking lights, foglamps, rear foglight and side lights.



The contoured seats, with extra lateral support, are neither too hard nor too soft.



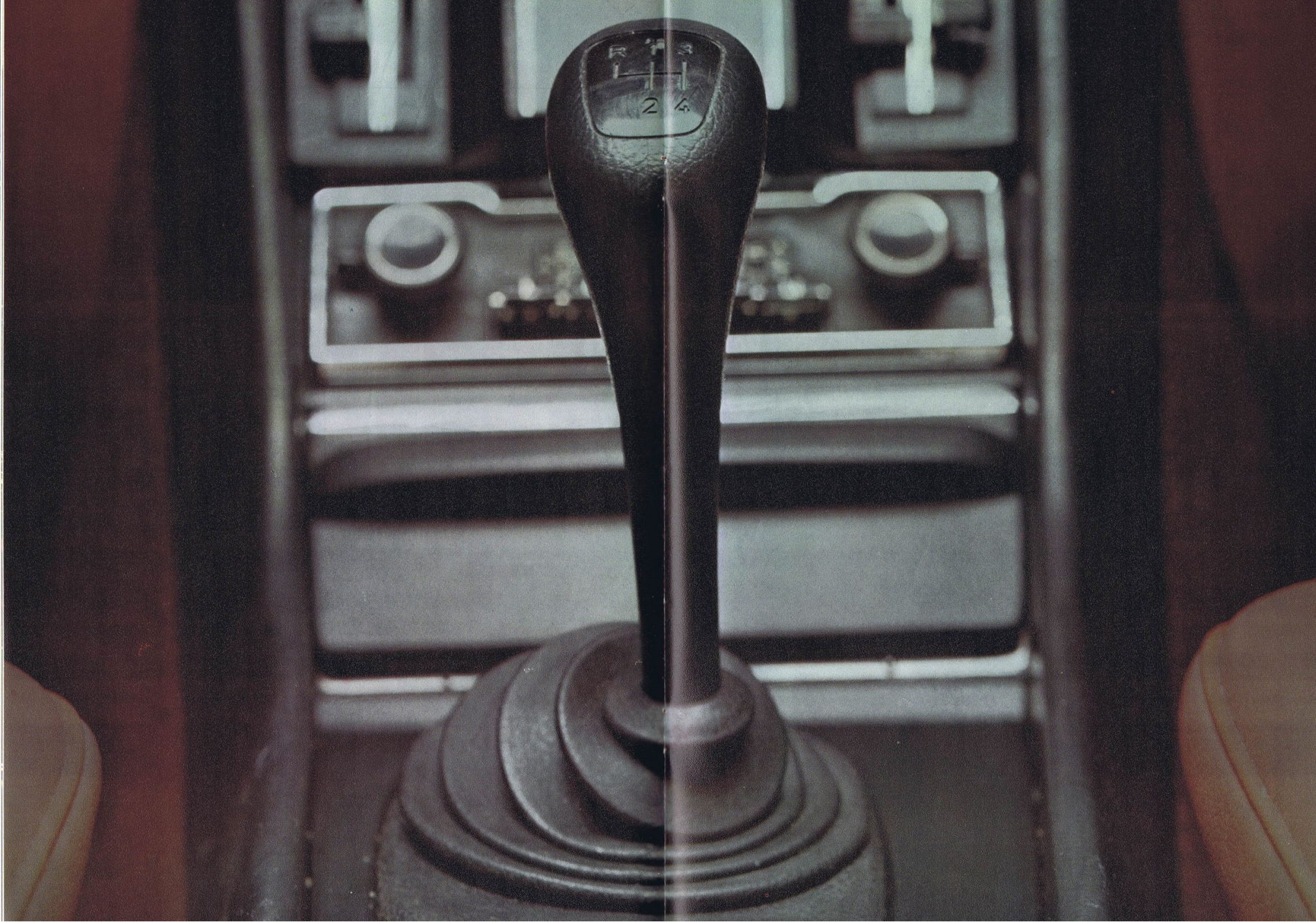
A low waistline and a good view of the front and rear sections make for excellent (87%) allround visibility in both cars.

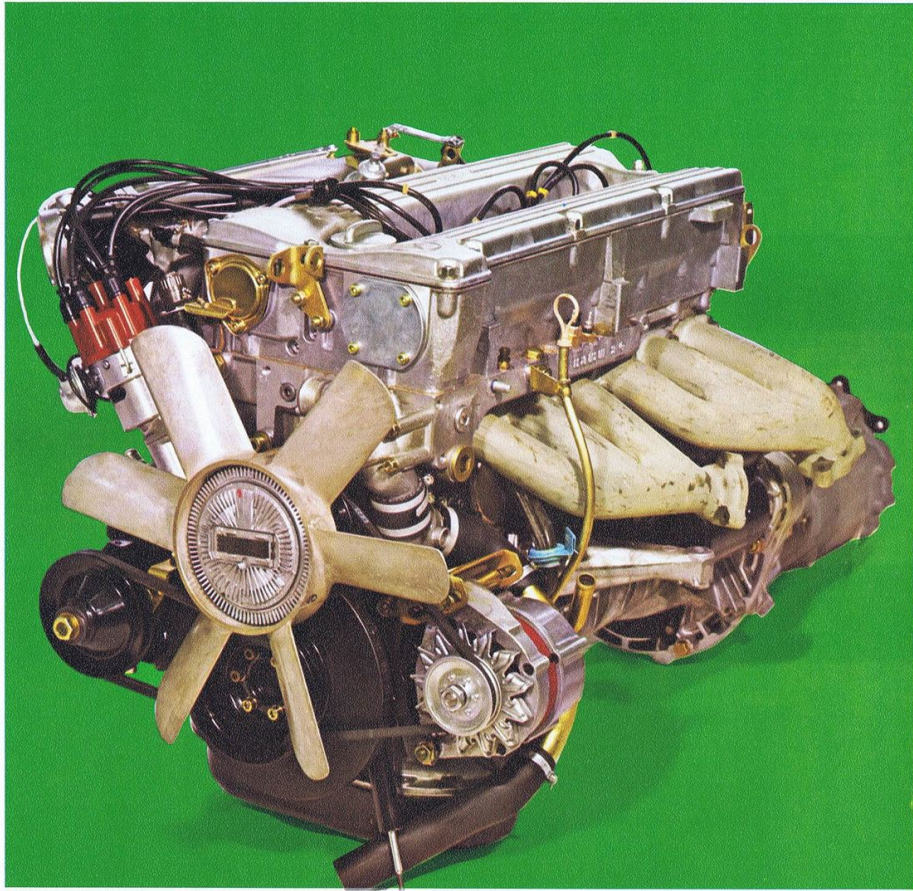


Large, padded boss of the fourspoke safety steering wheel. Non-dazzle instruments located well within the driver's field of vision. Crystal-controlled clock.

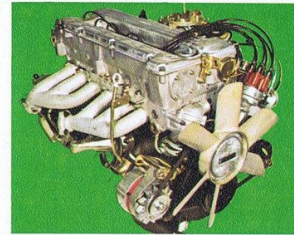


Located on the centre console, heating and ventilation levers, ashtray and optional special equipment (radio and air-conditioning unit).

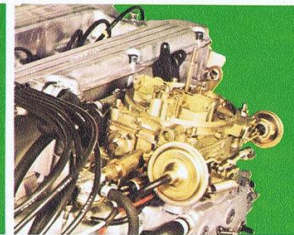




280 SE: 6-cylinder engine with two overhead camshafts, electronically controlled fuel injection and transistorized ignition. 185 DIN/hp. (136 kW).



280 S: 6-cylinder engine with two overhead camshafts and dual-compound carburetor. 160 DIN/hp. (118 kW).



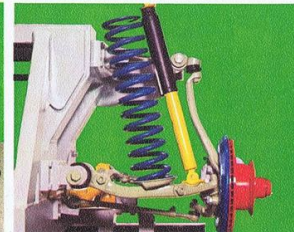
The dual-compound carburetor of the 280 S, excellent carburation and extremely low exhaust gas emission.



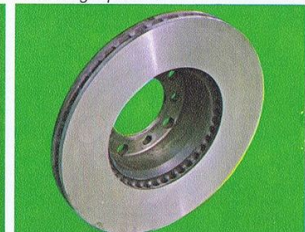
The front wheels tilt when the steering wheel is turned and therefore brace themselves against the road, thus providing high cornering speeds.



The pivot axes of the upper and lower wishbones on the new front axle are not parallel. The result, progressive anti-dive control.



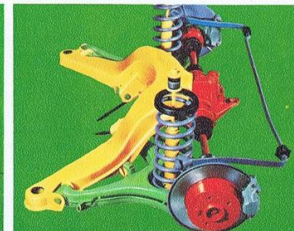
The wishbones are connected to the bodywork by rubber mountings in order to dampen vibrations.



Dual-circuit, power braking system with disc brakes on all four wheels. Internally ventilated discs at the front.



Low centre of gravity, wide track, perfect axle designs and anti-roll bars guarantee maximum safety in corners.



The diagonal swing axle and the new front axle help to produce new dimensions in handling characteristics.



Driving comfort is further improved by a wheelbase 11.5 cm longer than the preceding models.

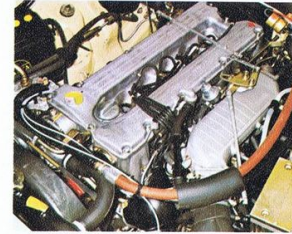


## A new dimension in handling characteristics

**S**peed is not a question of mere engine power. What is needed to be able to drive fast and attain high cruising speeds are an able driver and suspension which transfers engine power to the road safely.

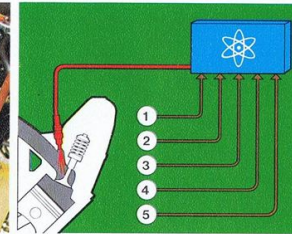
That is why Mercedes-Benz make cars in which engine output, suspension and brakes are evenly matched.

In the 280 S and 280 SE we have succeeded in designing cars with handling characteristics unequalled by any other production car in the world.



6-cylinder in-line engine

- The twin overhead camshaft engine is available in two versions:
  - in the 280 S it has a dual-compound carburettor and gives 160 DIN/hp. (118 kW)
  - in the 280 SE as injection engine with electronically controlled fuel injection and transistorized ignition it develops 185 DIN/hp. (136 kW).
- The accurate shape of the combustion chambers (dome-shaped) and piston crowns are the result of exhaustive tests and ensure maximum combustion, extremely good output, fuel consumption and low emission levels.



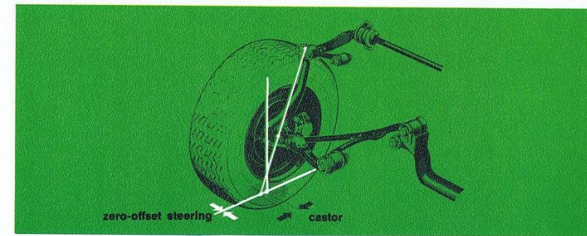
Electronically controlled fuel injection

- The electronic control unit meters the correct amount of fuel immediately.
  - All essential information to control engine operation is registered and processed by the control unit.
    - This includes (1) suction pipe pressure, (2) engine speed, (3) intake air temperature, (4) engine temperature and (5) the position of the throttle valves.
  - This electronic system cannot be seen nor felt.



Dual-compound carburettor

- At low and medium speeds only the first stage of the carburettor is used.
  - A diaphragm pump provides enrichment of the mixture when accelerating.
  - When a higher engine output is required the second stage automatically comes into action.
  - Enrichment of the mixture for cold starts takes place automatically, with the help of a bi-metallic spring which controls the choke.
  - The advantages of this carburettor are optimum carburation at all engine speeds and low emission levels.

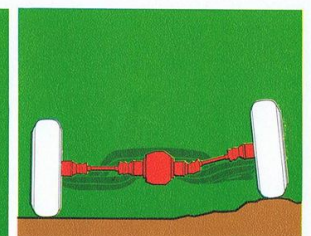


New-type front axle

- The most important design features of this new axle, which was successfully tested in the C 111 research and development vehicle, are described in the first few pages of this catalogue. Here is a summary of its advantages:
  - Precise steering, instant response.
  - Extremely small turning circle 11.4 m.
  - Improved stability of the vehicle, because the front wheels tilt when the steering wheel is turned and therefore brace themselves against

the road.
 

- Straight-line stability is achieved by the special design features, zero-offset steering, wide castor angle, which becomes negative in the same way as the rear axle.
- Greater tyre contact area and improved roadholding due to wide-profile tyres.
- The axle is completely maintenance-free.
- The forged double wishbones can be subjected to high stress and are located so as to give progressively-acting anti-dive control.



Mercedes-Benz diagonal swing axle

- Accurate wheel-tracking is ensured by the semi-trailing arms of the rear axle.
  - When one wheel is deflected, by bumps in the road, for example, the other maintains a straight line.
  - Together with the newly developed front axle and comfortable but not too soft suspension, this results in driving characteristics (straight-line stability, cornering stability, excellent trackholding when braking and good road adhesion) which would be hard to improve.

## A new dimension in safety

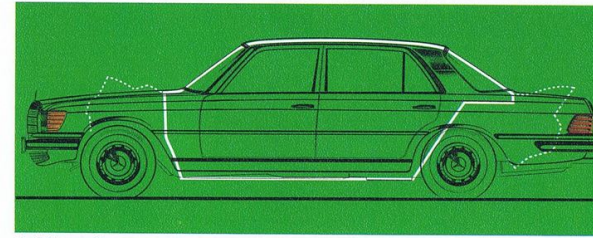
**M**ercedes-Benz has been concerned with automobile safety for more than 30 years – not just since public discussion began on the subject.

Hardly any other automobile manufacturer offers such a complete safety system as Mercedes-Benz, with features which complement one another such as "active safety" – to help in avoiding accidents – and "passive safety" – to eliminate or reduce injuries in the case of an accident.

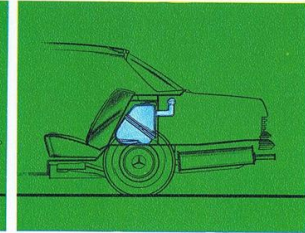
Straight-line stability, comfort which keeps the driver alert, easily-operated controls and numerous other features make it easy for the driver to drive safely and relaxed. He can devote all his attention to the traffic.

Safety cell, padded interior, safety steering and an instrument panel which yields on impact – all these are standard in every Mercedes-Benz car. The most advanced research produces the best results.

Today, it is not surprising that one immediately thinks of safety when one hears the name of Mercedes-Benz.



Safety cell

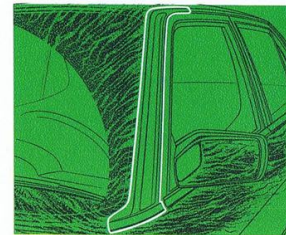


Safety fuel tank

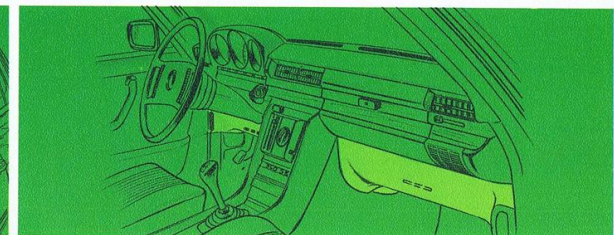
- The Mercedes-Benz safety cell principle (passenger compartment of maximum rigidity, energy-absorbing front and rear sections) dates from 1951.
- New greater lateral strength and improved roll-over safety.
- All roof pillars are strengthened at the points where they join the roof and side members.
- The central pillars, for example, have wide, strong joints at the top and bottom.
- Extensive tests have shown that this considerably reduces deformation of the sides in an accident.
- A high degree of roll-over safety has been attained, with the help of ESEM.

- The crumple zones absorb even more distortion energy, the front and rear sections yield progressively – depending on the force of impact – to a precalculated pattern.
- The front side members are forked.
- Where the side member meets the floor it is strengthened, to restrict deformation in the area in front of the engine cross-member.

- The 96-litre tank is located over the rear axle away from the rear crumple zone.
- The tank is also sealed off from the passenger compartment and boot by bulkheads.
- Predetermined bending points ensure that the filler pipe does not break if this area of the body is deformed.



Clean side windows



Instrument panel

- The windscreen wipers operate in parallel and the blades move across the entire area in the same direction as the air flow.
- There is therefore no danger of "lifting" even when driving at top speed.
- Large wiper blades ensure that 70% of the windscreen is kept free from dirt.
- The side windows remain clean, because the newly-designed front roof pillars divert most of the rain water from them.

- The instrument panel – which yields progressively on impact – was designed by biomechanical research.
- The surface is of polyurethane foam padding and drawn sheet metal.
- Under this there are cavities which guarantee progressive yielding and maximum absorption of impact energy.

- The padded steering wheel with its large padded boss, the impact absorber, the collapsible steering column and the steering box which is located well behind the front axle, form a complete system, providing protection for the driver.
- Beneath the instrument panel there is generous knee protection, maximum absorption of impact forces.

## A new dimension in comfort

**C**omfort is more than a cosy feeling. Comfort is safety. Mercedes-Benz comfort is the scientific co-ordination of a number of factors, all aimed at relaxing the driver and keeping him fit, thus helping to overcome the tensions of driving. Right from the original concept – from development and design this harmony is the main objective.

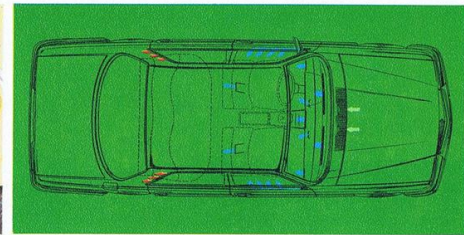
Power train, interior seats, operating elements and many other features are coordinated and form one integrated unit.

This well-balanced combination of all elements opens up new dimensions of driving comfort and puts the 280 S and 280 SE in an exclusive position on the international market.



Spacious interior

Although the car has fairly large exterior dimensions, it is still easy to handle. ● Small turning circle (11.4 m). ● Good all-round visibility – 87% glass. ● Large doors, easy entry. ● Insulation against vibrations and noise by rubber mountings between suspension and body. ● Effective separation between engine and passenger compartments.



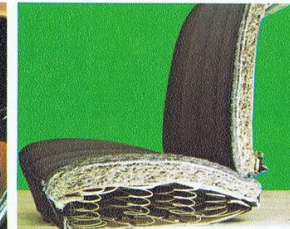
Heating and ventilation

- Oddments tray, illuminated glove compartment, pockets on the doors, large rear window shelf.
- Four padded armrests, centre armrest between the rear seats.
- Hard-wearing carpets.
- Draught-free, continuous flow of warm or cold air with additional booster for the windscreen, side windows and footwell.
- Air volume and air distribution for warm and cold air infinitely variable up and down, both right and left.
- Large, adjustable fresh air aperture.
- Continuous extraction of stale air.
- A total of 11 adjustable air vents.



Power-assisted steering

- Easy to steer when parking or negotiating sharp bends.
- Steering effort and the number of turns required are considerably reduced by a hydraulic booster.
- Complete "feel" of the road is retained in all situations.



Mercedes-Benz seats

- Anatomically-correct design, the result of exhaustive research.
- Hardwearing fabric upholstery with MB-Tex side panels.
- Under the covering, a special filling and porous yet firm rubberized hair mats.
- Steel spring core with progressive spring action, short springs in the middle and longer ones at the sides, to ensure firm lateral support.
- Relatively firm springing, so no tiring vibrations.
- Seat frame anchor points firmly welded to the frame-floor assembly unit.
- Seats can be adjusted fore and aft, driver's seat also adjustable in height, backrest adjustment and side members are designed to be particularly strong.
- Only two out of thirty-six seats survived a test carried out by the Swiss Automobile Club in association with the Cantonal Institute of Technology in Biel. One of these was the Mercedes-Benz seat.
- Seating comfort contributes to environmental safety.
- The seat design contributes towards interior safety and helps to reduce injuries in the event of an accident.

# The Mercedes-Benz quality is unchanged

**M**ercedes-Benz have made a name for themselves for quality workmanship, which is reason enough for us to cultivate this image.

*That is why one in every ten specialists employed in production is responsible for quality control. These experts have the task of weeding out everything which does not measure up to the required quality standards.*

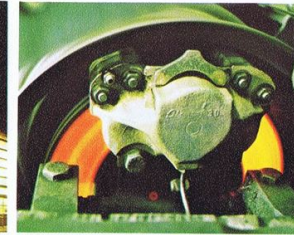
*Only strict controls like these, at all stages of production, can guarantee the standard of quality which ensures continuing success for Mercedes-Benz.*

*Real quality demands an advanced design concept, which guarantees model continuity uninfluenced by short-lived fashion.*



Service

- A Mercedes-Benz has to be serviced only once in every 15,000 km. • This says a lot for the design, the quality of materials and workmanship.
- So Mercedes-Benz drivers save both time and money. • There are approximately 4,300 Mercedes-Benz service centres in the world. Whichever centre you go to, your car is in good hands.



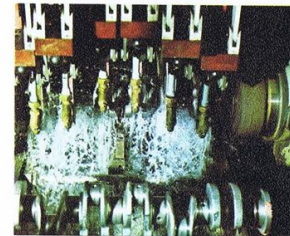
Brake test stand

- The discs are tested to the equivalent of 230 kph. • Once right down to a stop. • Nine times down to 190 kph. • They must survive 50 of these gruelling test without damage.



Welding

- The bodywork is welded together by a completely automatic process at thousands of welding points. • Modern machines carry out the job more accurately and hence more safely than the most skilled specialists.



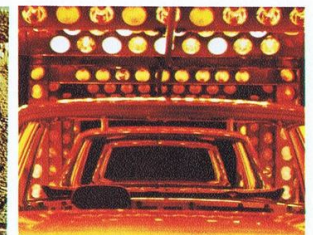
Crankshaft hardening

- Inductive crankshaft hardening means accurately controlled treatment of vital components.



Undersealing

- Vehicle underfloor and wheel arches are given a flexible coating to guard against damage caused by stones. • Altogether, approximately 34 kg of paint, underseal and wax are used on every car.



Annealing

- Every coat of paint is annealed at temperatures between 130 and 165° C.

## Basic equipment

**T**his brochure describes the basic equipment fitted on cars for the Federal Republic of Germany. In various countries the basic equipment can vary, partly due to differing legal requirements. We request our customers, therefore, to obtain information from their Mercedes-Benz distributors concerning specifications supplied to their own country.

### Engine 280 S

Six-cylinder in-line engine with twin overhead camshaft and dual-compound carburettor.  
160 DIN/hp. at 5,500 rpm  
(118 kW at 5,500/min).

### Engine 280 SE

Six-cylinder in-line engine with twin overhead camshaft.  
Electronically controlled fuel injection, transistorized ignition.  
185 DIN/hp. at 6,000 rpm  
(136 kW at 6,000 min).

### Transmission/Clutch

Fully synchronized four-speed gearbox with floor shift, self-adjusting diaphragm spring clutch. Optional extra: Mercedes-Benz automatic transmission.

### Axles

Front axle with double wishbones and anti-dive control.  
Rear axle. Mercedes-Benz diagonal swing axle with brake torque compensation. Self-levelling device as an optional extra.

### Suspension

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

### Brakes

Dual-circuit power braking system, disc brakes on all four wheels, internally ventilated at the front. Parking brake with additional brake shoes and brake drums; brake-failure warning light for both circuits.

### Steering

Accurate power-assisted 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), fuel tank located over the rear axle. Energy-absorbing front and rear sections, maximum all-round vision, panoramic safety glass windows. Four easy-closing doors, rubber strip inserts in decorative mouldings on both sides, bumpers with broad rubber inserts.

### Seats

Anatomically contoured seats shaped to give lateral support, seat springing adjusted to vehicle suspension and seating position. Front seats firmly anchored, adjustable forwards and backwards also backrest angle, driver's seat adjustable for height, fully-reclining front seats.

### Heating and ventilation

Continuous warm or cold air flow, draught-free, with additional booster for windscreen, side windows and front and rear footwells; air volume and air distribution for warm and cold air infinitely variable up and down; heating separately controlled for right and left sides; large fresh air inlet in the middle of the instrument panel, infinitely variable adjustment to right and left; front doors integrated into the heating and ventilation system.

### Windscreen

Laminated safety glass; screen washer foot-operated with wiper contact; two-speed windscreen wipers, also intermittent control, operated by the combination switch on the steering column.

### Signalling system

Headlight flasher; self-cancelling indicators with fingertip contact for overtaking, operated by the combination switch on the steering column; high-frequency horn; brake lights; hazard warning system.

### Lighting system

Parking lights, asymmetric low-beams, high-beam headlights, foglamps (optional extra: halogen equipment); side lights, reversing lights; rear foglight; infinitely variable instrument illumination; luggage compartment light; interior lights with door contacts (delayed cut-off) and hand switch; illuminated ashtray, glove box and heater controls.

### Instruments

Instrument panel padded, yields under impact; speedometer; oil pressure gauge, fuel gauge; water temperature gauge; indicator lights for parking brake, battery, indicators, high-beam and fuel reserve; clock; mileage recorder; daily mileage recorder.  
Rev counter as an optional extra.

### Locks

Safety locks on all doors; child-proof locks on the rear doors; luggage compartment lock; steering wheel lock combined with ignition lock; starter and starter non-repeat unit; master key for the doors, ignition lock, luggage compartment, fuel tank and glove box; second key for doors, ignition lock and fuel tank only.

### Miscellaneous

Oddments tray between the front seats; pockets on the front doors; rear parcel 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 rear grab handles; padded armrests with grab handles on the doors; centre armrest between rear seats; cigar lighter; ashtrays the front and rear; anchorage points for safety belts front and rear; carpet throughout; towing lugs front and rear.

The contents of this brochure are not binding, and the right of modification is reserved.

## Optional Extras

### Level control

The rear of the car is raised automatically, when the load is increased. This maintains full spring-travel on the rear axle – whether you drive alone or with a fully-laden car.

### Telephone

With a car telephone you can be more independent. Important decisions can be made while travelling, and passed on to others. Information on car telephone systems can be obtained from any Mercedes-Benz branch or dealer.

### Electrically-heated rear window

Electric elements de-ice the rear window quickly and prevent it misting over. After approx. half an hour it is automatically switched off, to avoid unnecessary consumption of current.

### Radio

A car radio does more than provide entertainment. Reports on road conditions, traffic hold-ups, diversions etc., help the driver to avoid annoying delays. The following models can be installed by the factory: "Europa", "Grand Prix", "Europa Stereo" and "Mexico Cassette Stereo". In addition, for export markets, the "Monte Carlo" model. Other makes can be installed at Mercedes-Benz branches or agencies.

### Safety headrests

A Mercedes-Benz development which contributes to comfort and safety. They can be adjusted in height or backwards and forwards, with a wide or narrow contact surface. They cannot be pulled out accidentally.

### Headlight cleaning equipment

Headlights can be kept clean without having to stop. The unit operates together with the screenwashers. When the lights are switched on the headlights are automatically cleaned every time the screen-washer is used.

### Sliding roof

The electrically-operated steel sliding roof is weather-proof and maintenance-free.

### Air-conditioning

The Mercedes-Benz air-conditioning system looks after your physical comfort – in bumper-to-bumper traffic on motorways, in cities during the peak-hour rush. Easy operation – first button: on/off; second button, temperature regulator. Adjustable louvres control the stream of air. The air-conditioning system works on the proven refrigerator principle, with a compressor.

### Other extras

Mechanical or automatically retractable aerial; MB-Tex or leather upholstery; orthopaedic backrests; set of suitcases for better use of luggage space; special paintwork in one or two colours, and many more.

Further details are contained in our brochures: "Mercedes-Benz Special Equipment", "Selection instead of Changing" and "Mercedes-Benz Automatic Transmission, Power Steering and Air-Conditioning".

**I**f you want to personalize your Mercedes-Benz in order to give it an individual atmosphere, many extras are available. Here are just a few examples.

### Mercedes-Benz automatic transmission

3-speed automatic transmission with torque converter. With Mercedes-Benz automatic transmission you can drive at speeds dictated by traffic flow, without having to operate the clutch or change gear. When overtaking, you need only to "kickdown" the accelerator to change into a lower gear. After overtaking, the transmission automatically changes back into the higher gear. Gear changing takes place without interruption of the power flow. It is possible to override automatic transmission at any time, by using the selector lever.

### Safety belts

In an accident, Mercedes-Benz three-point safety belts retain both the upper and lower parts of the body firmly in the seat.

### Interior door padding

In addition to the standard padding on the roof and specify door pillars, it is also possible to a new of type door padding which helps to reduce impact energy.

# TECHNICAL DATA

280 S		280 SE		
Number of cylinders	6	6	6	
Bore/Stroke	86/78.8 mm	3.39/3.1 ins	86/78.8 mm	3.39/3.1 ins.
Total displacement	2,746 cc	167.6 cu.ins.	2,746 cc	167.6 cu. ins.
Engine output acc. to DIN <sup>1)</sup>	160 DIN/hp. at 5,500 rpm 118 kW at 5,500/min		185 DIN/hp. at 6,000 rpm 136 kW at 6,600/min	
Max. torque acc. to DIN <sup>1)</sup>	23.0 mkp at 4,000 rpm 226 Nm at 4,000/min	166 ft. lbs. at 4,000 rpm	24.3 mkp at 4,500 rpm 238 Nm at 4,500/min	176 ft. lbs. at 4,500 rpm
Compression ratio	9:1		9:1	
Engine oil capacity max./min.	6.0/4.5 litres	10.6/7.9 Imp. pts.	6.0/4.5 litres	10.6/7.9 Imp. pts.
Capacity of cooling system	11.0 litres	19.4 Imp. pts.	11.0 litres	19.4 Imp. pts.
Generator	14 V/55 A		14 V/55 A	
Battery	12 V/55 Ah		12 A/55 Ah	
Max. speed	approx. 190 kph	approx. 118 mph	approx. 200 kph	approx. 124 mph
Tyres	185 HR 14		185 HR 14	
Fuel	premium		premium	
Fuel consumption acc. to DIN 70030 <sup>2)</sup>	12.5 litres/100 km	23 m.p. Imp. gal.	12.5 litres/100 km	23 m.p. Imp. gal.
Tank capacity	96 litres	21.1 Imp. gals.	96 litres	21.1 Imp. gals.
Incl. reserve	approx. 13 litres	approx. 2.9 Imp. gals.	approx. 13 litres	approx. 2.9 Imp. gals.
<b>Weights</b>				
Kerb weight	1,610 kg	3,550 lbs.	1,615 kg	3,560 lbs.
Perm. gross weight	2,130 kg	4,695 lbs.	2,135 kg	4,705 lbs.
Trailer load with brake <sup>3)</sup>	1,200 kg	2,645 lbs.	1,200 kg	2,645 lbs.
Trailer load without brake <sup>3)</sup>	750 kg	1,655 lbs.	750 kg	1,655 lbs.

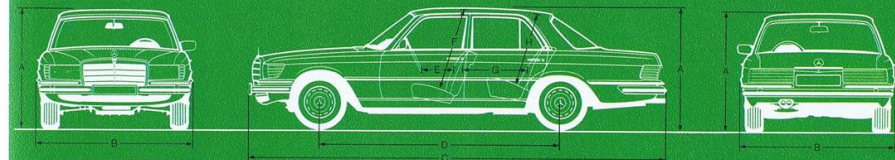
<sup>1)</sup> The output given in DIN/hp. or kW is effectively available at the clutch for driving the vehicle, any other power consumption has already been deducted.  
The data given in SI units (kW = kilowatt, Nm = Newton metre) has been converted and rounded off to the nearest unit.

<sup>2)</sup> Technical data according to DIN 70 020 and 70 030. Fuel consumption according to DIN 70 030. This value is obtained at a consistent speed of 3/4 of maximum, max. 110 kph. (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 basis for comparison. They do not correspond however, to the actual amount of fuel consumed, as this varies according to the style of driving, road and climatic conditions etc.  
Fuel consumption according to DIN 70 030 is therefore only a comparative value and not the actual amount of fuel consumed.

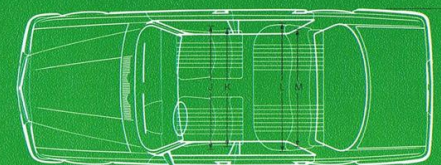
<sup>3)</sup> The weights quoted are maximum weights, valid within the Federal Republic of Germany. In other countries different figures may apply.

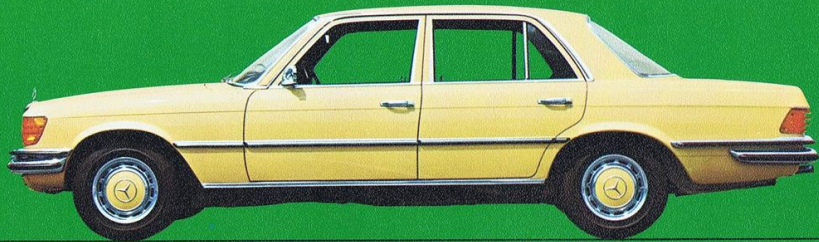
<sup>4)</sup> Dimensions vary according to seating position.

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A Overall height, unladen	1,425 mm	56.1 ins.
B Overall width	1,865 mm	73.4 ins.
C Overall length	4,960 mm	195.3 ins.
D Wheelbase	2,865 mm	112.8 ins.
E Steering wheel – driver's seat backrest <sup>4)</sup>	400 mm	15.7 ins.
F Seat height, unladen, front	970 mm	38.2 ins.
G Driver's backrest – rear seat backrest <sup>4)</sup>	772 mm	30.3 ins.
H Seat height at rear	860 mm	33.9 ins.
J Width at centre of upholstery, front	1,460 mm	57.5 ins.
K Width at shoulder height, front	1,403 mm	55.2 ins.
L Width at centre of upholstery, rear	1,528 mm	60.2 ins.
M Width at shoulder height, rear	1,385 mm	54.5 ins.
Track width, front	1,525 mm	60.0 ins.
Track width, rear	1,505 mm	59.2 ins.
Turning circle diameter	11.44 m	37.53 ft.
Boot space	approx. 0.58 m <sup>3</sup>	20.4 cu. ft.





Mercedes-Benz

