

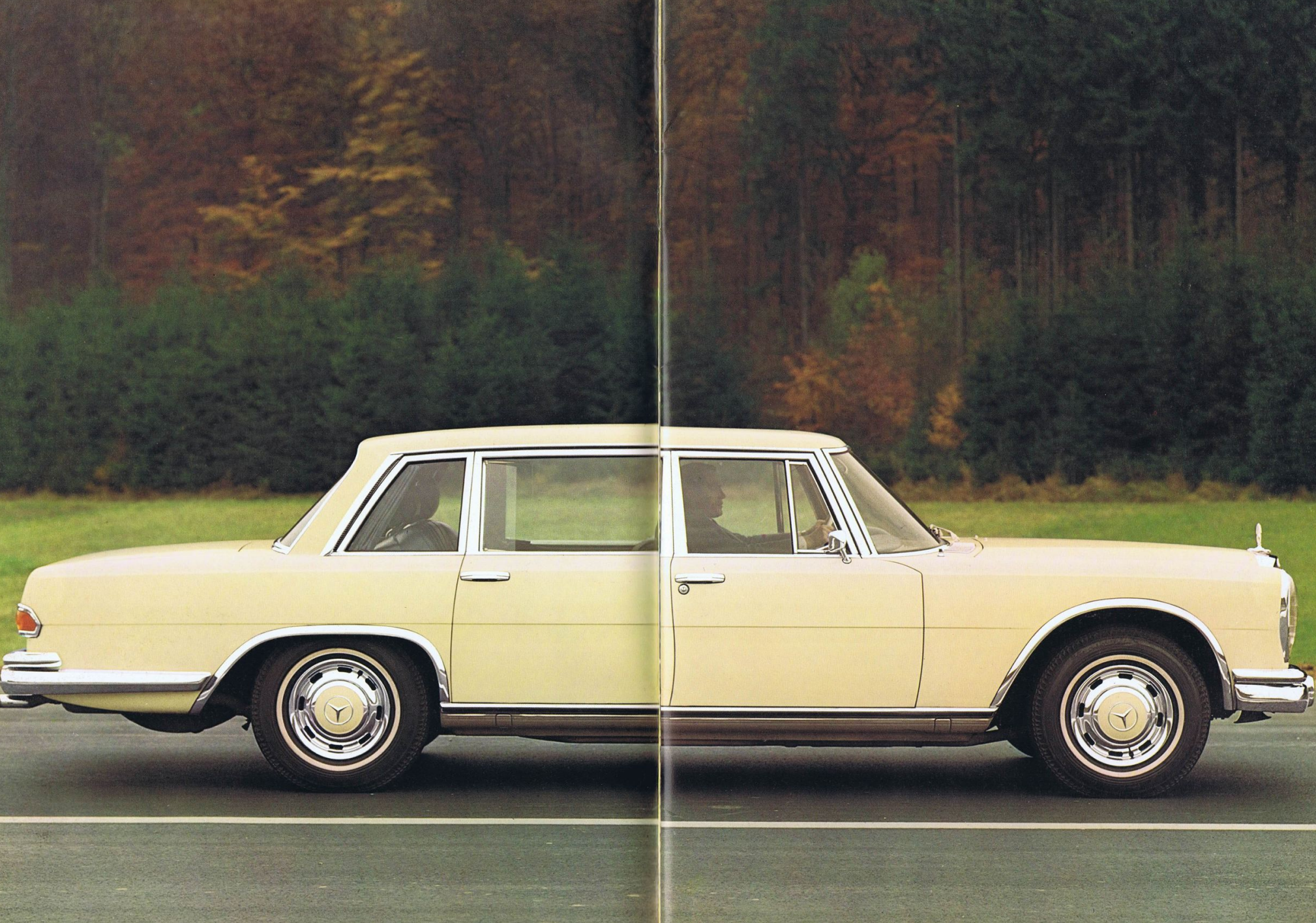


# Mercedes-Benz 600

**Note : U.K. SPECIFICATION**

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Although the motor car is not yet 100 years old, nearly two centuries have passed since the beginning of the machine age. Mankind now approaches the last quarter of the twentieth century and is taking part in a second technical revolution of a magnitude and momentum undreamed of only twenty years ago.

The computer is now a fact of life. Electronics, chemistry and space travel are developing at a fantastic pace. Our future will be influenced by a new concept – "absolute engineering" – engineering which is independent and self-controlled. This is sophisticated engineering, benefitting from the latest technical aids with which to ease mankind's workload. To leave man free to do all the things that only he can do – to investigate, to research, to make decisions, to live. This is the new aim of mankind.

This new age, in which old-fashioned ideas are gradually being swept aside, in which man is now beginning to explore infinite space, is typified more by the car than anything else. And a dream has become reality – a dream of a technically perfect car which, by the very fact of its existence, sets merciless new standards.

This car challenges all others – even those of its own marque. It is not a celebrity, because celebrities may themselves go out of style, it is a pioneer, a car for the future. It has no ancestor.

The Mercedes-Benz 600 symbolises the future, a future which is attainable today. Its automatic, electronic and hydraulic operation makes it decades ahead of its time, yet it is here – now.

Scientists and engineers are rightly proud of the 600. Their pride stems from having been present at the birth of a new element in automobile design. This element was the complete creative freedom Daimler-Benz AG gave to its designers – freedom to start afresh taking account of the best lessons of the past but owing nothing to previous production items. For more than six years all their talent and imagination was devoted to producing one car, a car which would show the way to the future. A car which could incorporate all their ingenuity and skill. They gave it a wealth of automatic, hydraulic and electronic equipment, yet where orthodox, rather conservative components were found to be the best, these were retained. The steering wheel, for example, was examined in the light of recent research to see whether something better might not be available. In the event the wheel was retained, but in its final form even this had become a sophisticated piece of engineering.

The Mercedes-Benz 600 is the only expensive car which has become exclusive by virtue of its performance rather than its price. There are cars which are even more expensive. The Mercedes-Benz 600 is not a car to be bought merely for show, however, and those who do so may not be absolutely satisfied with it.

But someone who needs both the most comfortable and the most modern car currently available, and incidentally wants to make a contribution towards progress, will find what he wants in the Mercedes-Benz 600.

The owner of a car such as this aligns himself with the opinions expressed in its design.

For this car stands apart from the rest, all too often examples of grandiose opulence in which vast areas of sheet metal cover little in the way of technical and mechanical refinement. The person who calculates greatness by the foot does not assess this car fairly.

Those who say "It should be even more expensive, since then it would attract even more attention" are also out of sympathy with the ideals the car represents. The Mercedes-Benz 600 is a quiet, powerful car. Its superior performance is a hard fact, one which sets new standards.

Take a look inside. Everything you expect is there, but is unexpectedly different. There is no engine noise. Seats are moved hydraulically (therefore silently) into the desired position. The luggage compartment lid opens and closes automatically, the radio aerial retracts. The temperature is controlled. The car is raised or lowered to the appropriate height according to the load or other needs. And if the driver wishes to amuse himself between business decisions, all that is required is slight pressure of the right foot to show a sports car who's the boss.

You can sleep in this car, you can rule from it – some do. You can make serious decisions or take your fishing tackle to your favourite lake. The car puts other road traffic at a distance from you. It provides the best in comfort, while offering an opportunity to get the utmost enjoyment from driving. At a time when man is busy exploring space, we feel we are doing something for the traveller here on earth.

The Mercedes-Benz 600.  
The best automobile engineering in the world.



**6.3 litre V-8 cylinder engine** with fuel injection, 300 b.h.p. SAE/250 H. P. DIN. 8 plunger injection pump with automatic cold-start mechanism which calculates accelerator position, engine speed, air pressure and coolant temperature.

**Air suspension.** Four bellows units with built-in compensators. The height of the body of the car can be varied through 50 mm (2 in.) from the driving position. The four hydraulic shock absorbers can also be adjusted while driving, to suit road conditions.

**The automatic transmission** eliminates the clutch pedal and makes manual gear changes unnecessary, although the system can be overridden manually at any time, should the driver wish to do so. To overtake, the accelerator pedal is depressed beyond full throttle to the kick-down position. The gear-box then changes automatically to a lower gear to provide the extra acceleration for overtaking, and returns to the higher gear when pressure on the accelerator is relaxed.

**The hydraulic system** is driven by the engine and is operated by a total of 23 push-buttons on the instrument panel and the doors. It actuates the steel sliding roof, opens and closes the boot and adjusts both the front and rear seats horizontally, vertically and for rake. The front seats are fully-reclining. The hydraulic system also controls the 4 large side windows.

**Twin-circuit braking system,** hydraulic and servo-assisted. Disc brakes on all four wheels with twin calipers on front wheels, single calipers at rear. The independent foot-operated parking brake is automatically released when the car is put in gear (or manually).

**The steering** is power-assisted but there is no loss of the "feel" for the road. Adjustment is automatic and there is a shock-absorber. The steering wheel can be adjusted for height. A padded steering wheel base, a deformable buffer cap and a telescopic column give maximum protection against injury in the event of an accident.

**Separate front and rear heating and ventilation.**

An electronically-controlled thermostat maintains the temperature at the pre-set level. With all the windows closed, draught-free ventilation is assured regardless of the outside temperature. Full air-conditioning is available as an optional extra.

**Appointments** afford complete comfort.

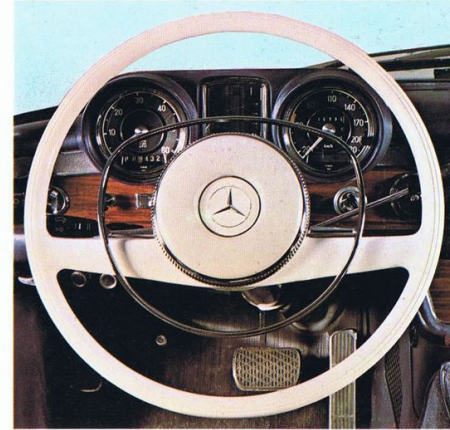
**Safety features** of the 600—which can weigh up to 3.3 tons—range from the rigid passenger compartment to the interior padding and the layout of the controls. These features are typical of Mercedes-Benz and there is no higher standard.

**Points to note:** The two exterior mirrors can be adjusted from inside the car. There is a heated rear screen. The windscreen is of laminated crystal plate safety glass. The chassis does not require any servicing. There can be 17 lights in the engine compartment, the interior and the boot. Maximum speed is over 200 k.p.h. (125 mph) acceleration from 0-100 k.p.h. (62 m.p.h.) takes less than 10 seconds. Curtains for side and rear windows are standard.

The 600 will seat 4-8 people, according to specification.



Slight pressure on the front seat control lever gives progressive, hydraulically-powered adjustment of the seat. The one lever will change the position horizontally, vertically and for angle of the backrest (down to the fully reclining position).

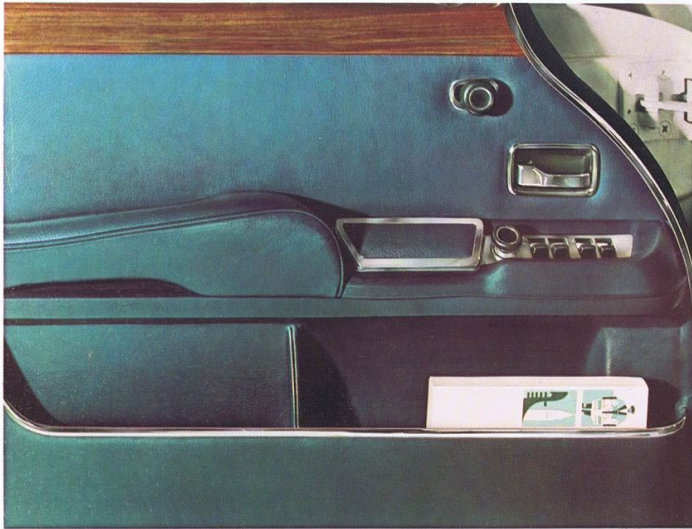


Technical perfection. The power-assisted steering can be turned with one finger, even when the car is stationary.

A slight turn of the padded steering-wheel centre plate enables the wheel to be set higher or lower as desired. The plate is turned back to lock the wheel again.

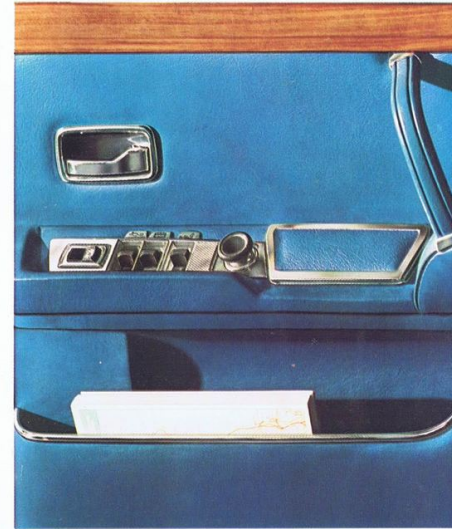
The shock absorbers can be set either hard for high speed driving or soft for comfort at lower speeds.

The height of the complete car can also be varied to give extra ground clearance.



Front door. Top, the adjustment control for the exterior mirror. Below, the door handle.

From left to right: ashtray, cigar lighter, 4 window control buttons. All side windows can be opened and closed individually from the driving seat.



Controls on the doors in the rear compartment, left to right, reading lamp switch, control for hydraulically-operated sliding roof, window control, seat adjustment control. The seats can be moved backwards and forwards, the backrest angle is changed automatically and simultaneously. There is a cigar lighter on each door.

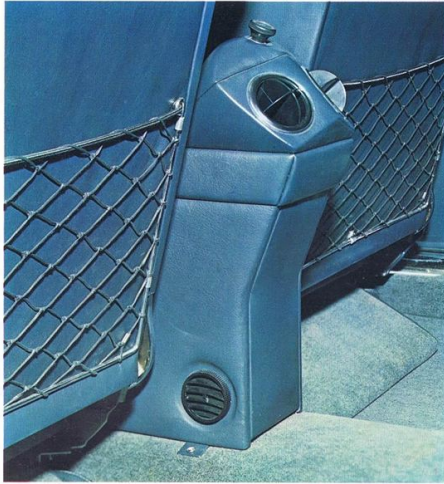


The control on the left is the electronic temperature selector. Set to the desired level, it keeps the interior temperature constant. Alongside is the thermometer which registers the outside temperature; this gives warning of icy roads.



The standard summer ventilation panel beneath the instrument panel which brings filtered fresh air into the car.

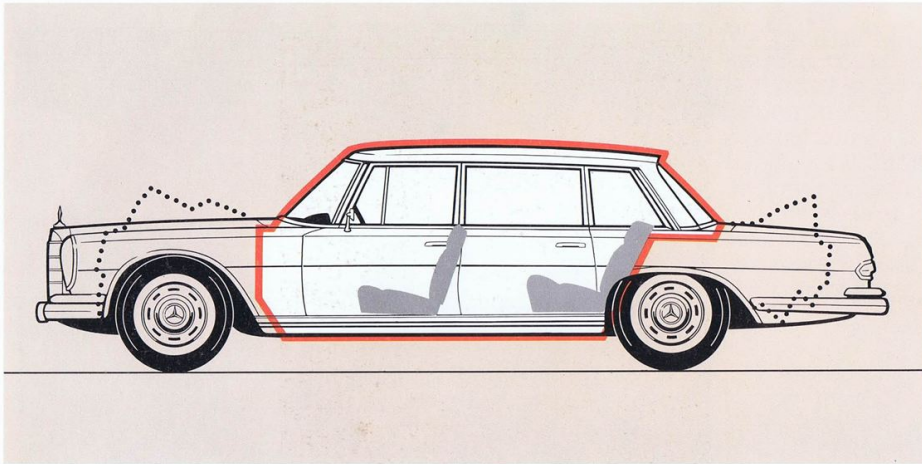
The optional air conditioning system is efficient even when the outside temperature is very high.



With air-conditioning installed, cooled air is directed to the rear compartment by turning the control knob at foot level through the lower outlet and upwards through ball type nozzles, which are adjustable in all directions.



All seats are anatomically contoured. Seat springs are of varying depth and are tuned to match the car's suspension at all speeds. No tiring vibrations are transmitted to the occupants, however far the car is driven.



Safety: Impact energy absorbing body sections, front and rear, rigid passenger compartment (safety cell) in which all parts which may come into contact with the body in an accident are either padded, rounded or collapsible. For example, the instrument panel is designed to yield progressively in stages. The steering column will not impale the driver, there is a large padded centre plate on the steering wheel with a buffer cup under the plate. Telescopic steering column and many other features. The safety principles are standard to Mercedes-Benz and there are none more stringent.



A small example.  
Mercedes-Benz safety locks on all doors. These will not burst open in an accident, so that passengers are not flung out. Moreover, they will open easily after impact so that people can still get out.  
A Mercedes-Benz patent.

**T**here is a time switch on the courtesy lights, they go out automatically, ten seconds after the door is closed. Four cigar lighters are fitted, also a thermometer on the instrument panel which gives the outside temperature. These features are standard equipment.

Purchasers may specify extra lamps, a fifth cigar lighter, a centre partition, tables, telephone, a bar, different seating or a larger interior.

Although the Mercedes-Benz 600 is assembled on a production line – a special one – it is made almost entirely by hand. Cars are made only to order. So special requests can often be met, even if they are not shown in our specification. Sometimes even very unusual requests. If someone really wanted to, they could have bright green upholstery with pink rugs.

There is one aspect though, in which we will not deviate. We will not alter the design in ways which will impair the safety factors. In this we are sure that manufacturer and owners agree. Changes in body-styling are also out of the question.

Naturally, the Mercedes-Benz is a car which is often used on occasions where prestige is important. For those who require it, a limousine version is available, with a rear compartment 30 inches longer than in the standard saloon.

Seats in the rear compartment can be fitted “vis-à-vis” or in two rows one behind the other. There are also further types of seating arrangements available on request.

The master craftsmen entrusted with the manufacture and assembly of the Mercedes-Benz 600 have acquired such a high degree of skill, knowledge and experience that every car is a masterpiece, in all senses of the word.

There is only one aspect of their knowledge which is not revealed, the names of the customers.



The key of the Mercedes-Benz 600 looks different to other car keys.

And when it is put into the lock of the driver's door and turned, the other doors are also unlocked.

Conversely, when the driver's door is locked, the other doors are also locked.

The locks on the boot and fuel tank are incorporated in the same mechanism.

This system illustrates two points, first that modern engineering can be amusing as well as clever, second that the key to a Mercedes-Benz 600 is more than just the key to a car. It is the key to new, refreshing, powerful, silent and splendid means of transportation.

It is engineering developments such as those in the Mercedes-Benz which assure a bright future for the motor car.

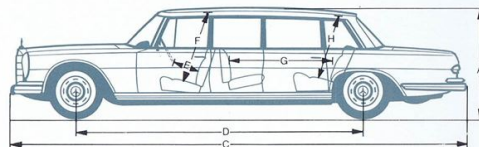
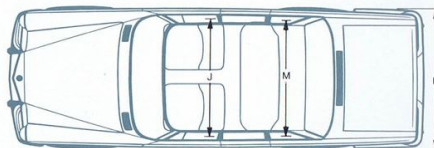
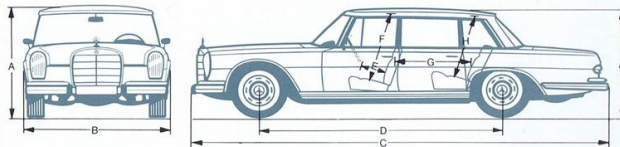
Mercedes-Benz.



# **Mercedes-Benz 600**

# Technical Data

Mercedes-Benz 600			
Engine	5-6 seats 7-8 seats		
Number of cylinders	8		
Bore/Stroke	4.06/3.74 ins.	103/95 mm	
Total displacement	386.3 cu. ins.	6332 c. c.	
Engine output acc. to SAE	300 gr. HP at 4,100 rpm		
Engine output acc. to DIN <sup>1)</sup>	250 net BHP at 4,000 rpm		
Max. torque acc. to SAE	434 ft. lbs at 3,000 rpm	60 mkp	
Max. torque acc. to DIN <sup>1)</sup>	369 ft. lbs at 2,800 rpm	51 mkp	
Compression	9		
Oil capacity crankcase max./min.	10.6/7 Imp. pts.	6/4.5 litres	
Capacity of cooling system	40.5 Imp. pts.	23 litres	
Generator	14 V/35 A		
Battery	12 V/88 Ah		
Max. speed	127 mph. approx	205 kmph	
Tyres	9.00 H 15/6 PR		
Fuel	Premium		
Fuel consumption acc. to DIN 70030 <sup>2)</sup>	16 m. p. Imp. gal.	17.8 litres per 100 km	
Tank capacity	24.6 Imp. gals	112 litres	
incl. reserve	approx. 4.2 Imp. gals	19 litres	
Weights	5-6 seats	7-8 seats	
Kerb weight	5,445 lbs. 2470 kg	5,820 lbs.	2640 kg
Permissible total weight	6,725 lbs. 3050 kg	7,365 lbs.	3340 kg
Trailer load with brake <sup>3)</sup>	3,300 lbs. 1500 kg	3,300 lbs.	1500 kg
Trailer load without brake <sup>3)</sup>	1,650 lbs. 750 kg	1,650 lbs.	750 kg



	5-6 seats		7-8 seats	
A Overall height, unloaded	58.5 ins.	1485 mm	59 ins.	1500 mm
B Overall width	76.8 ins.	1950 mm	76.8 ins.	1950 mm
C Overall length	218. ins.	5540 mm	245.7 ins.	6240 mm
D Wheelbase	126 ins.	3200 mm	153.3 ins.	3900 mm
E Steering wheel - driver's seat backrest <sup>4)</sup>	13.4 ins.	340 mm	14.4 ins.	365 mm
F Seat height, unloaded front	38.9 ins.	970 mm	38.2 ins.	970 mm
G Driver's backrest - rear seat backrest <sup>4)</sup>	38.9 ins.	960 mm		
G Rear seat backrest - vis-à-vis seat backrest			52.2 ins.	1360 mm
H Seat height at rear	35.4 ins.	885 mm	34.8 ins.	885 mm
J Width at shoulder height front	61.8 ins.	1570 mm	61.8 ins.	1570 mm
M Width at shoulder height rear	60.4 ins.	1535 mm	60.4 ins.	1535 mm
Track width front	62.48 ins.	1587 mm	62.48 ins.	1587 mm
Track width rear	62.24 ins.	1581 mm	62.24 ins.	1581 mm
Boot space	approx. 20.5 cu.ft.	0.58 cu.m	approx. 20.5 cu.ft.	0.58 cu.m

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<sup>1)</sup> The output given in net BHP/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 required to operate the engine.

<sup>2)</sup> Technical data acc. to DIN 70020 and 70030. Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (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.

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

<sup>4)</sup> Dimensions vary acc. to sitting position.

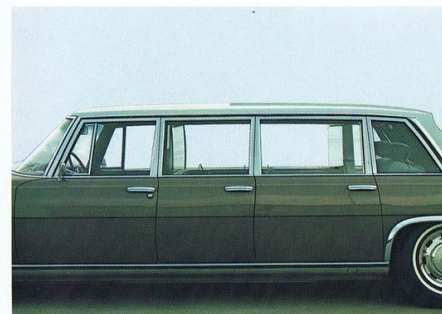
The contents are not binding and the right is reserved for modifications.

# 600

The Mercedes-Benz 600 is built only to order.

Therefore special requirements can often be met, even if they are not listed in our brochures. Sometimes even very unusual requirements.

Here are a few of the very many variations in equipment which can be specified.



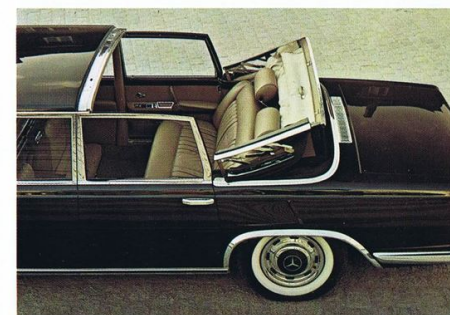
6 door version with 7-8 seats



7-8 seat version with folding centre seats

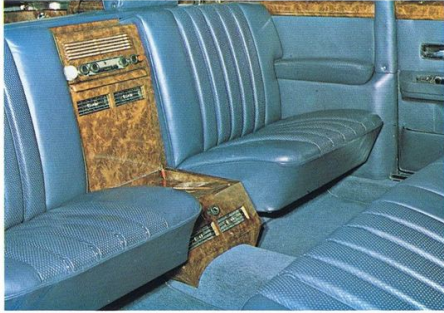


7-8 seat version with four doors and vis-à-vis seats in rear



Landau

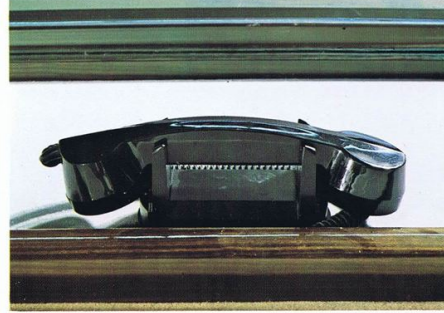
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The rear compartment, with remote control radio, intercom, air-conditioning



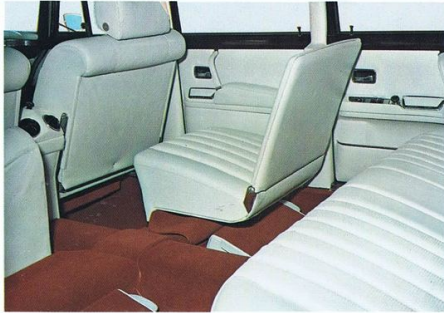
Folding table on centre partition



Car telephone



Tape recorder



Folding centre seats in 6 door version (without partition)



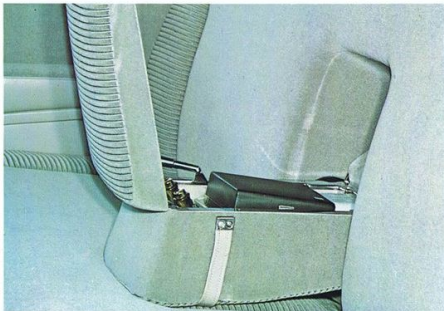
5-6 seat version with centre partition and front seat headrests



Television set fitted in rear compartment



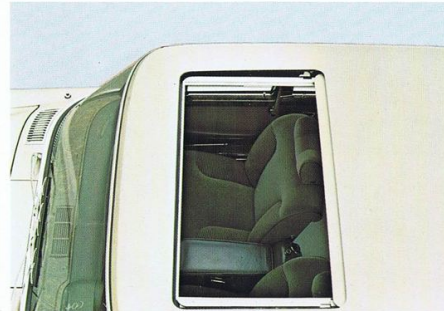
Set of fitted luggage, for maximum utilization of boot space



Rear centre armrest with electric razor



Cocktail cabinet fitted to 7-8 seat version



5-6 seat version with sliding roof



Sliding roof as fitted to 7-8 seat version

Mercedes-Benz

