

Mercedes-Benz Motor Cars

220 220D 250 250 COUPE.



220/220D

*The least costly Mercedes-Benz models,
with engineering features still unavailable
on the most expensive domestic sedans.*

You can't buy a domestic sedan with performance features like four-wheel disc brakes or fully independent suspension — at any price.

Yet these features are standard on both the 220D and the 220. Because Mercedes-Benz engineers know that disc brakes *resist fade* far better than common drum brakes. And that fully independent suspension provides

maximum roadholding and handling agility.

220D This *unique* automobile is engineered for people who want an economical car but simply refuse to venture onto today's highways in a cramped little featherweight. The 220D is a roomy, comfortable, 3000-pound sedan, yet it will reward you with fuel costs that match those



enjoyed by the half-pints.

The Diesel works its incredible fuel economy in two ways.

First, it uses lowly diesel fuel which costs less than regular gasoline in almost all states. In some states, it costs only half as much.

Second, it delivers over twenty-five miles to the gallon. On long trips, when you get full benefit of diesel fuel's

price advantage over gasoline, you can average 30, 40, even 50 miles for the cost of a gallon of regular gasoline. Unique indeed.

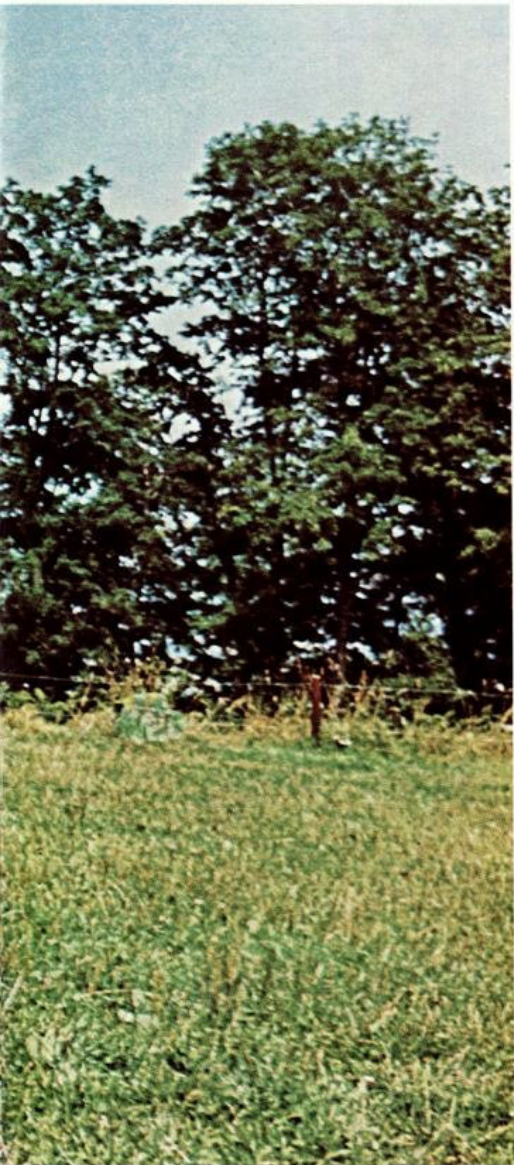
220 The 220 shares coachwork, suspension, and braking systems with the 220D, but is equipped with a gasoline powerplant. A sophisticated, minutely balanced, overhead cam engine with *five* main bearings to

provide the smoothness and zip of a six, in a four-cylinder economy engine.

In overall size the 220 presents a delightful compromise. Although sufficiently spacious for a party of five, and a surprising 20.5 cu. ft. of luggage, the 220 is still nimble enough to make a "U" turn in a smaller diameter than a Volkswagen. It's actually *fun* to slip the 220 through traffic and into parking

spaces too small for the usual run-of-the-road behemoths.

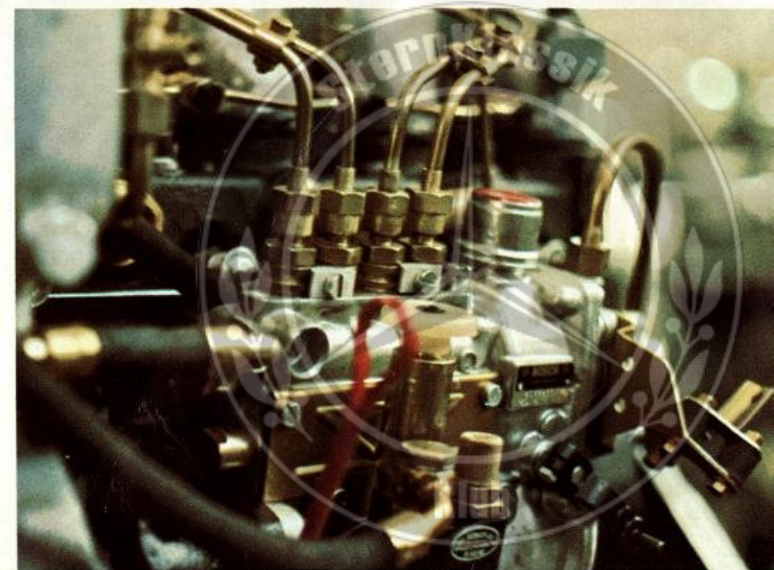
The 220 and the 220D may be the least costly Mercedes-Benz models. But in terms of the care with which they were engineered, each is no less a Mercedes-Benz than the 600 limousine. And therein lies their *true* value.



The 220. No gimmicks or fads. Just clean functional lines designed to endure.

Console and convenience tray are standard on both the 220 and the 220D.

Diesel engine's looks are unorthodox. So is its economy.



250

The near perfect mating of suspension, brakes, powerplant and functional design makes it one of the most desirable "sports sedans" in the world.

The Mercedes-Benz 250 actually feels more like a sports car than the sedan it is. It should. Its engineering far more closely resembles that of a true sports car than a typical sedan.

It's actually a joy to breeze this jewel through mountain curves. A joy to feel it obediently react to your every whim. Just a joy to really drive again.

The secret is in the beautiful



balance of the machine. The 2.8-liter overhead-cam engine is so efficient it develops almost *one horsepower from each cubic inch of displacement*. Result: A spirited, lightweight powerplant that contributes to ideal weight distribution.

Yet, the brakes are engineered to be even stronger than the engine. And the all independent suspension system

is one of the most advanced designs ever employed in a passenger car. Front: unequal-length A-arms and anti-sway bar to reduce body lean in corners. Rear: Daimler-Benz diagonal-pivot swing axle and anti-sway bar.

This superb blend of components has made its mark among automotive editors who test scores of cars each year. Typical was the reaction of an

expert from *Car & Driver* after subjecting the 250 to thorough testing.

"Offhand, I can't think of any other 4-door sedan in the world—with the possible exception of the Maserati Quattroporte—that handles, steers and stops like the Mercedes."

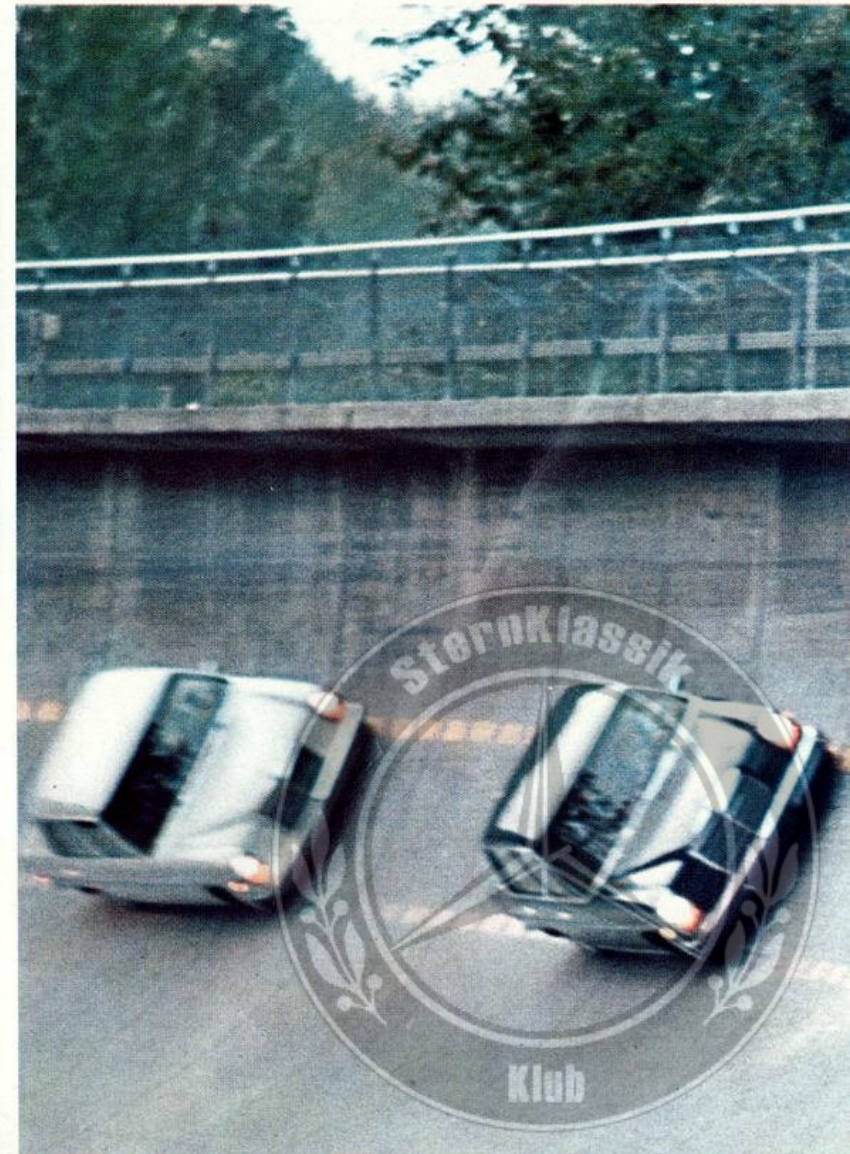
Quite a compliment. But then the 250 is quite an automobile.



Door handle is recessed for passenger protection. Pocket keeps maps at your fingertips.

Orthopedically designed, reclining bucket seats support critical back, kidney and knee-joint areas.

The high wall turn of the Daimler-Benz test track. Where 250s are tested for cornering, braking and high-speed handling.



250 COUPE

If it wasn't endowed with some of the most technically advanced engineering in the world, the coupe would be just another beautiful automobile.

Automotive experts have called the Mercedes-Benz 250 Coupe "a truly beautiful design concept." The sharply raked windscreen and graceful roofline are indeed attractive. And the exterior is finished with almost unheard-of care. (For example, when the top is welded to the body, two barely visible seams remain. A craftsman spends *more than twenty minutes* soldering, grinding and finally buffing these two seams to



invisibility.)

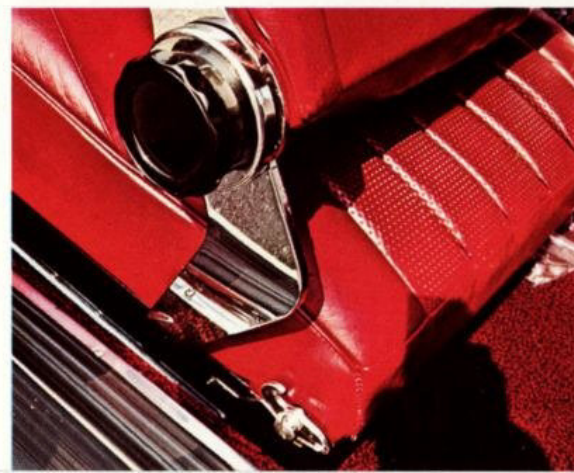
But the *true* beauty of this car lies beneath its taut exterior skin. Its *performance* is as sporty as its looks.

Suspension is fully independent, featuring a dual articulated rear axle. A huge 10-inch disc brake is stationed at each wheel. Under the hood the Coupe has been fitted with an overhead camshaft, 2.8 liter engine.

The result is an automobile that

is totally *alive* and obedient. Whirl it around hairpin turns—and enjoy yourself. Aim it down an expressway in utter calm: it tracks like an arrow. No drift. No feeling of mushiness. Apply the brakes and you experience the unparalleled stopping power of four-wheel disc brakes. Without loss of control. Or fade.

It's *these* things that make the 250 Coupe *truly* beautiful.



Ten years from now the uncluttered lines of the Coupe will still be in good taste.

Safety seat-back lock disengages automatically when door is opened.

Overlapping side glass keeps drafts out. Ventilator behind chrome molding exhausts stale air.



