230
250

230
250

The finely graded Mercedes-Benz programme of passenger cars is designed to satisfy all wishes. 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 comes the Mercedes-Benz 600.

A special position is occupied in the first main group by the 200 D and 220 D with their diesel engines.

The differences between the two main groups are provided by the different shapes and sizes of the vehicles (the 280 S/SE also has a roomier interior). There are also variations between all models in slightly different technical units, equipment and driving performance.

No difference is made in the quality of materials or workmanship, nor in safety equipment or research expenditure.

Details should be taken into consideration for comparison purposes. The price differences can also be used as a standard to go by. This is merely being sensible, not poor style as used to be thought.

In the first main group (from 200 D to 250 CE) there are two sporty six-cylinders with brisk acceleration: the Mercedes-Benz 230 and 250.

These two vehicles differ from the Mercedes-Benz 200/220 in their six-cylinder engines and resulting driving performances, as well as in a whole number of extra equipment details, designed to increase comfort and prestige.
Example:
double bumpers on the body (250) and a squat, impressive radiator grille; carpets covering the sides of the central console in the interior (250), rare wood veneer in the centre of the instrument panel (250).

Both six-cylinder engines have twin two-phase, down-draught carburettors. At low or medium engine speeds only the first stages of the carburettor are used. However, as soon as 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 bound to be provided with the right fuel/air mixture. This is especially important during acceleration and overtaking so that the necessary power reserves are made available immediately.

The Mercedes-Benz 230 develops 130 gr. HP/SAE at 5,600 r.p.m. (120 net b.h.p./DIN at 5,400 r.p.m.).

The Mercedes-Benz 250 — one of the most interesting vehicles on the whole passenger car market — develops 146 gr. HP/SAE at 5,600 r.p.m. (130 net b.h.p./DIN at 5,400 r.p.m.).
The snappy acceleration from 0 to 100 km/h in 12.5 sec. is produced by its high torque —
22.3 mkp/SAE (20.3 mkp/DIN) —
and the excellent power-weight ratio of 9.3 kg per gr. HP/SAE (10.5 kg per net b.h.p./DIN).

Comfort

Mercedes-Benz passenger cars are compact, but not constricted.
They are designed from the inside outwards. The interior allows 5 or 6 people enough room to move comfortably, while the outside measurements permit good handling in traffic. Mercedes-Benz passenger cars are extremely manoeuvrable.

Seats

Mercedes-Benz passenger cars make sure the driver's reactions are not impaired by incorrectly shaped seats. The seats are anatomically contoured with firm lateral support.
The seat springing is coordinated to the vehicle suspension. Both seat springing and vehicle suspension are equally effective at all speeds.
Mercedes-Benz make firm seats cushions to support the body.
The semi-fluting separated by double seams with a special filling and a rubberized hair mat 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 boon on long journeys. The front seat backrests can be reclined. The passengers in the rear have ample legroom even when the two front seats are pushed right back.

Heating and ventilation

are combined in a highly effective system by which direction and temperature of the air flow can be adjusted to any degree. Even when the outside temperature is as low as $-20\,^{\circ}$ C it is possible to heat the interior to over $25\,^{\circ}$ C.

The backrests of the contoured seats can be adjusted to any position (reclining seats)

Chassis

The tailor-made Mercedes-Benz diagonal swing axle is just right for compact bodies and ensures that suspension is neither too hard nor too soft. Fatiguing vibrations are eliminated. Even on long runs.

The bumps in the road are ironed out by the rubber mountings of the axle supports and are not passed on to the bodywork.

The front axle has an anti-dive control.

Anti-roll bars eliminate unpleasant side-tilt in bends.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) guarantee constant effect even under heavy load.
The non-friction mechanism makes the Mercedes-Benz circulating ball-type steering extremely light and positive. Movements of the steering wheel are therefore transferred directly and precisely to the front wheels.
This gives a direct contact with the road, making for safe driving, even on wet and icy surfaces.
The steering damper absorbs bumps in the roads without transferring them to the steering wheel.

Bodywork

Some smaller automobiles cannot be parked as easily as a Mercedes-Benz. The outside measurements of Mercedes-Benz passenger cars permit good handling in traffic.
They have four large doors and a spacious, easily accessible, lighted boot.

Axles and bodywork are separated by rubber mountings.
Engine and passenger compartments are hermetically shut off from each other.
This makes Mercedes-Benz passenger cars practically free of vibrations and very quiet.

Mercedes-Benz pays no attention to showy interior fittings.
Non-dazzle materials are better than optical effects.

**Effective heating and ventilation system, providing any degree of hot or cold air, upwards or downwards, right or left.
Above:
a very large adjustable fresh air duct.**

**The steering wheel is positioned just right.
It is arranged to suit the anatomically correct sitting position.
The instruments are within the field of vision and can be read at a glance while watching the road ahead.
This means: comfort and safety.**

Oddments tray,
illuminated glove compartment,
pockets on the front doors,
large rear window shelf,
four padded armrests,
armrests between the rear seats,
tough carpeting —
these are just a few examples of what Mercedes-Benz means by functional comfort.

Mercedes-Benz passenger cars have that "special something" in comfort, overall view and ease which will become indispensable for the driver.

More than 80 brand new passenger cars were driven on to the scrap heap in just one year in tests for the Mercedes-Benz accident research program. This kind of research has been going on for over 10 years. The aim is to reduce the effects of unavoidable accidents to the minimum. The picture here shows a crash test at 50 km/h on a stationary vehicle. Measurements are made of the deformability of the front and rear sections, which indicate the ability to absorb energy. This intensive research has earned Mercedes-Benz several pioneering patents which are all put into practice in Mercedes-Benz passenger cars.

Safety

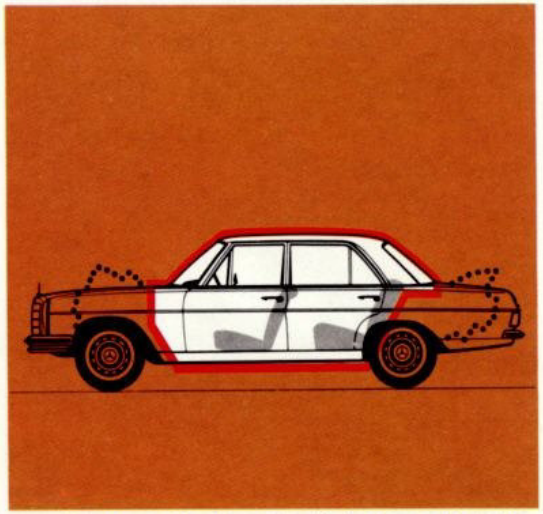
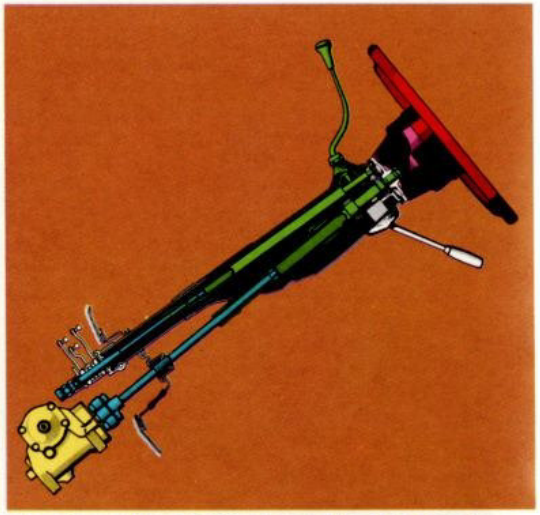


Diagram showing the distortion principle: rigid passenger compartment but energy-absorbing, collapsible front and rear sections.



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.

You can talk about safety, you can lavishly apply foam rubber padding or you can attack the problem of safety at the roots The latter way is trying and expensive, but more responsible, although the results of serious safety research cannot be immediately seen.

In a single year of testing, Mercedes-Benz drove 80 brand new passenger cars on to the scrap heap in the most varied ways, in order to track down certain problems.

After many series of tests, for example, Mercedes-Benz developed an instrument panel, which yields in stages depending on the force of impact, thus largely eliminating serious injuries. Foam padding alone is obviously the least important part of the Mercedes-Benz instrument panel protection.

The Mercedes-Benz safety cell was developed in countless accident tests in the course of systematic and scientific safety research.
Mercedes-Benz does not rely on the reduced rigidity in the front and rear sections which can be expected to absorb part of the impact energy. The decisive factor is for the maximum amount of impact energy to be absorbed in distorting the bodywork, while the passenger compartment remains rigid and is undamaged.

The magazine "auto motor und sport" wrote in issue no. 4, 1969:

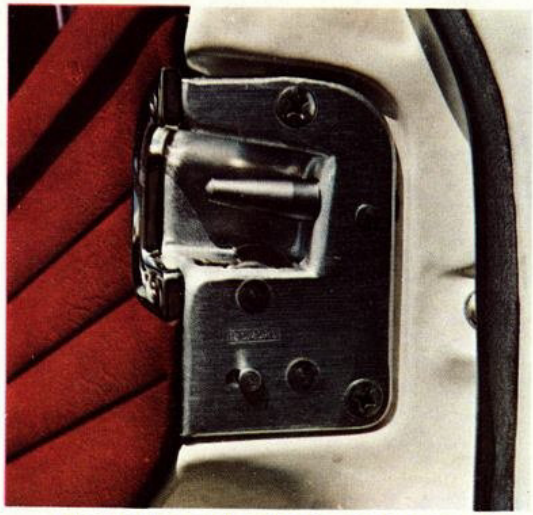
Expiry of "crumple" patent

"on January 23rd, 1969 a piece of car safety became legally accessible to all automobile manufacturers. This was the expiry date for the Mercedes-Benz patent on safety structure for car bodies, which involves a distortion-resistant passenger car and progressively yielding crumple zones at the front and rear of the car.
This safety structure was rapidly recognized by other automobile manufacturers as the best yet developed. It has been imitated for years all over the world. In this instance the firm of Daimler-Benz generously overlooked infringements of patent rights, in order not to curb the others' safety efforts.

In Untertürkheim they know in any case that although the crumple principle is easy to understand, it is very difficult to put into practice. Even Mercedes-Benz needed years of development work before it could give the kind of perfect crash and crumple demonstrations already seen on several occasions in Untertürkheim by the press and hence by the public too. With the expiry of the patent this safety structure will now probably be found 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 for ever being extended and perfected.

The safety steering
has a large padded boss on the centre of the steering wheel with an impact absorber under the padded boss, a collapsible steering column with the steering box located well behind the front axle. This avoids the dangerous "impaling" effect of the steering column in a crash.



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

Non-dazzle instruments, impact-absorber under the large padded boss on the steering wheel.

Straight line stability
and reliable roadholding — a result of individual wheel suspension and separate location — are indispensable factors in driving safety. Anti-roll bars on the front and rear axles eliminate unpleasant side-tilt in corners.

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

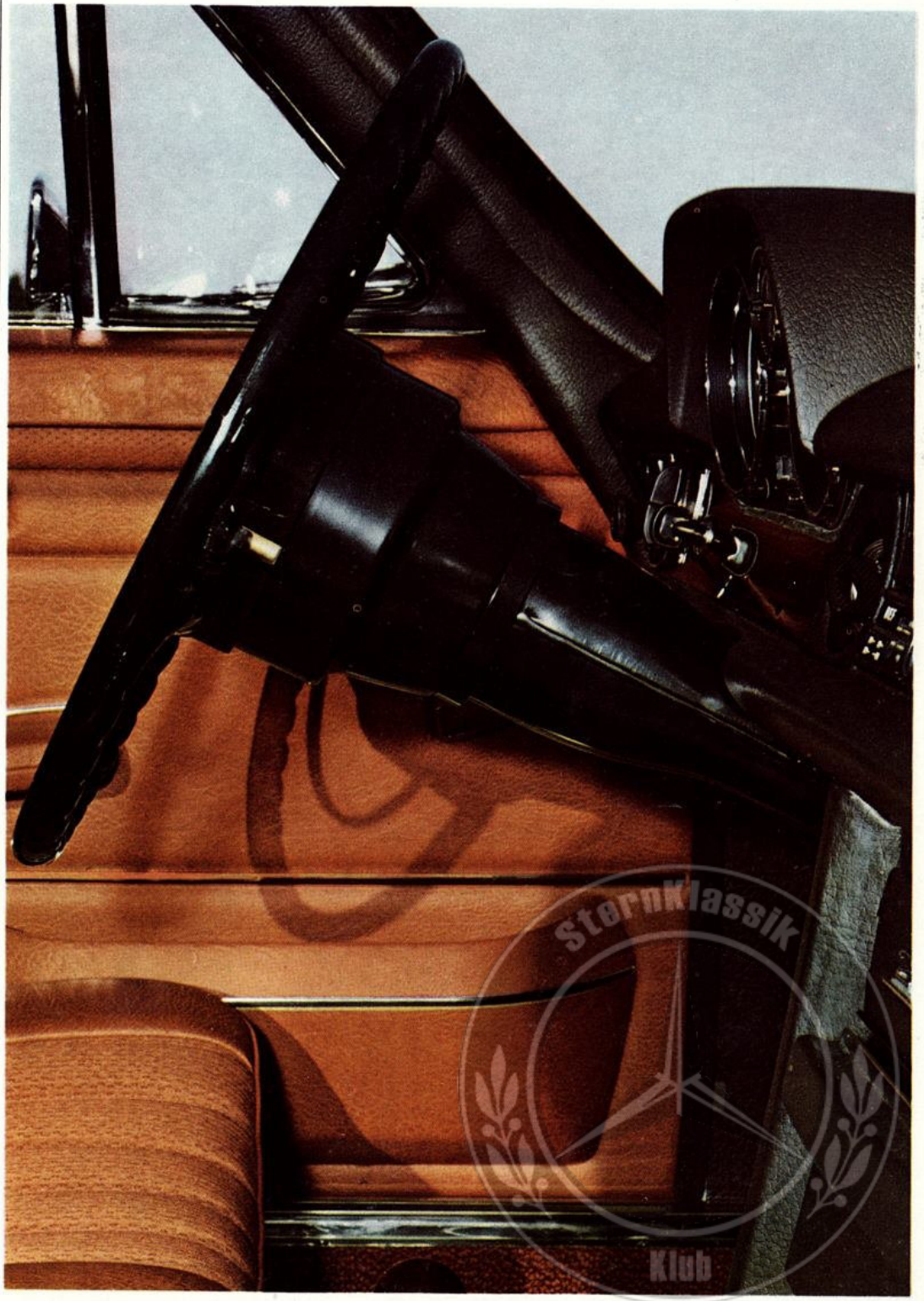
The parking brake
with extra brake shoes and brake drums.

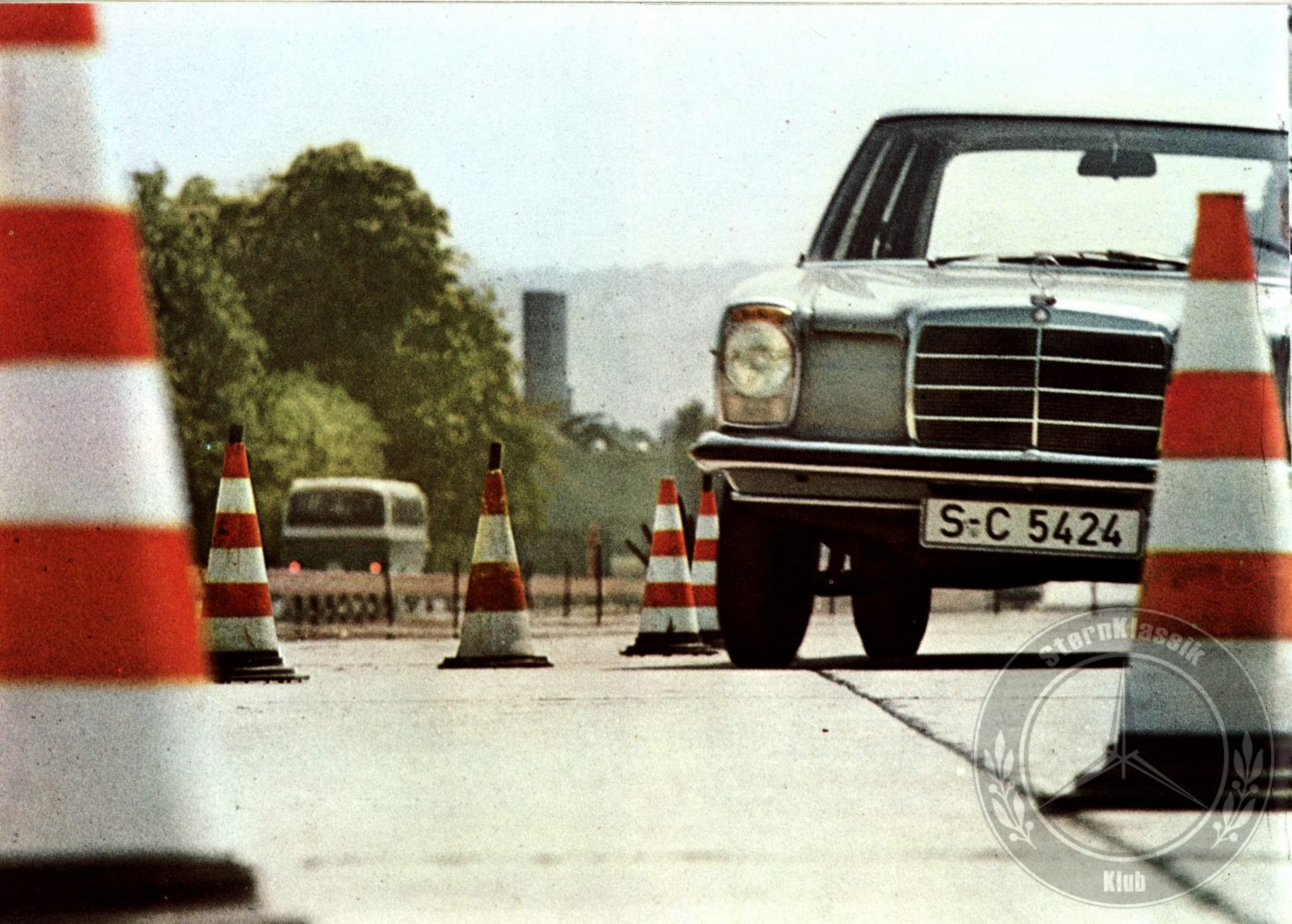
The Mercedes-Benz safety door locks
will not suddenly burst open in an accident (hence prevent passengers being flung out), and do not jam if the doors have to be opened quickly after an accident.

And much more
Anatomically correct driving position eliminates fatigue and keeps driver's reflexes intact;
firmly anchored "breathable" seats are contoured to provide good lateral support: seat springs and vehicle suspension perfectly tuned;
steering damper absorbs road jolts;
rubber mountings on the axle supports absorb unevennesses in the road;
gas-filled telescopic shock absorbers guarantee constant effect.

Today Mercedes-Benz' intensive research goes beyond the automobile proper
The second decisive factor tested is man and his reactions. Mercedes-Benz sends its vehicles on to the test track with unprepared drivers at the wheel. Specialists simulate hazards not expected by the driver. All reactions are recorded. From the total of certain reactions it is possible to calculate the average reaction of the average driver.

The experience gained is then put into practice to obtain even better designs.




S-C 5424

The chassis can cope with all speeds. This is proved by test drives on the proving ground. Here a slalom test. Although the direction is changed abruptly the driver retains full command of the vehicle.

Speed

Racing cars for family men are something for which Mercedes-Benz cannot take responsibility.

Mercedes-Benz builds passenger cars according to unvarying construction principles with high, above-average cruising speeds, which are 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 in order to overtake safely.

In this instance the six-cylinder carburettor engines of the Mercedes-Benz 230 and 250 show their mettle with their high torque and above-average power reserves.

Both engines accelerate briskly and are very quiet.

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

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

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

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

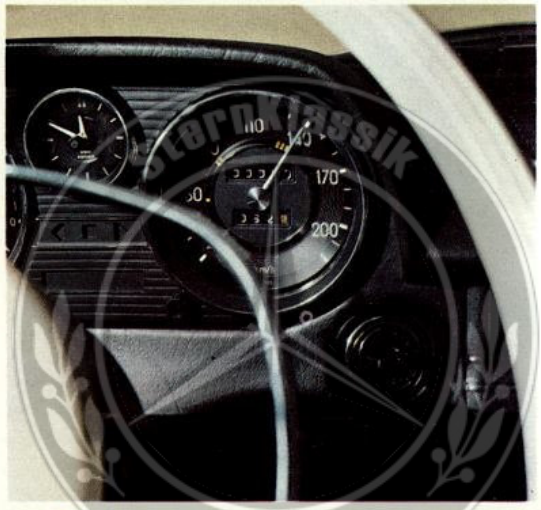
The shaft of every outlet valve
is filled with sodium. Sodium is a particularly good medium for conducting heat away from the valve disc. This leads to a reduction in temperature of the valve seats. Valve seat rings also reduce wear.

Valve seat rings
made of high-quality chrome-nickel-molybdenum alloy also increase resistance to wear.

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

Both vehicles take the minimum time to reach their top speeds. They can be driven without worry flat out for long stretches due to their extreme toughness.

The chassis can deal with any speeds.



Easy to ready instruments well within the driver's field of vision. Non-dazzle arrangement.

Here – representative for many features – are some examples:

The Mercedes-Benz diagonal swing axle.
Exact wheel location by means of semi-trailing arms, exceptionally good track-holding properties and maximum stability at corners, in conjunction with comfortable but not too soft suspension. While one wheel follows the bumps in the road, the other runs independently straight ahead. This is why the Mercedes-Benz diagonal swing axle is so much better than any other rigid axle.

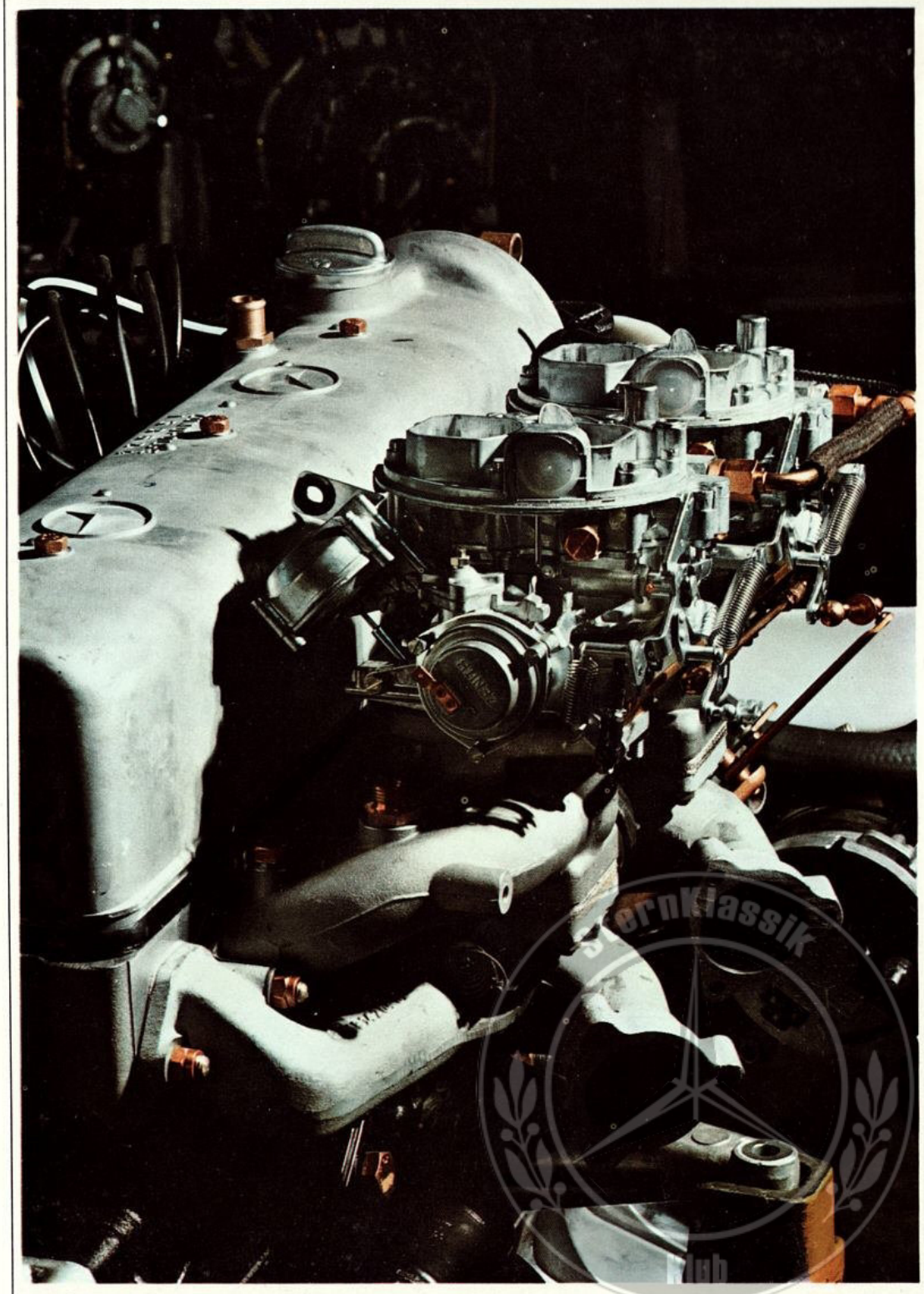
Straight-line stability
The wheels, which are individually suspended on the semi-trailing arms of the rear axle and on the triangular wishbones of the front suspension do not tend to come off their course even on very bumpy roads, thus considerably reducing the driver's steering efforts.

Cornering stability
Due to their neutral driving behaviour and perfect steering response Mercedes-Benz passenger cars take corners smoothly and make constant corrections unnecessary. An anti-roll bar on both the front and rear axles prevents unpleasant side-tilt of the body. A hydraulic steering damper absorbs road jolts, which do not affect the steering wheel. Taken altogether these features make for easy travelling even on twisting roads.

Reliable roadholding and maximum side-wind stability
Wide track, long wheelbase and low centre of gravity in Mercedes-Benz passenger cars are ideally combined with streamlined bodywork and well-coordinated chassis with individual wheel suspension.

This perfect technical layout is matched with maximum comfort. A 500 or 1000 km journey is still a pleasure in a Mercedes-Benz passenger car.

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

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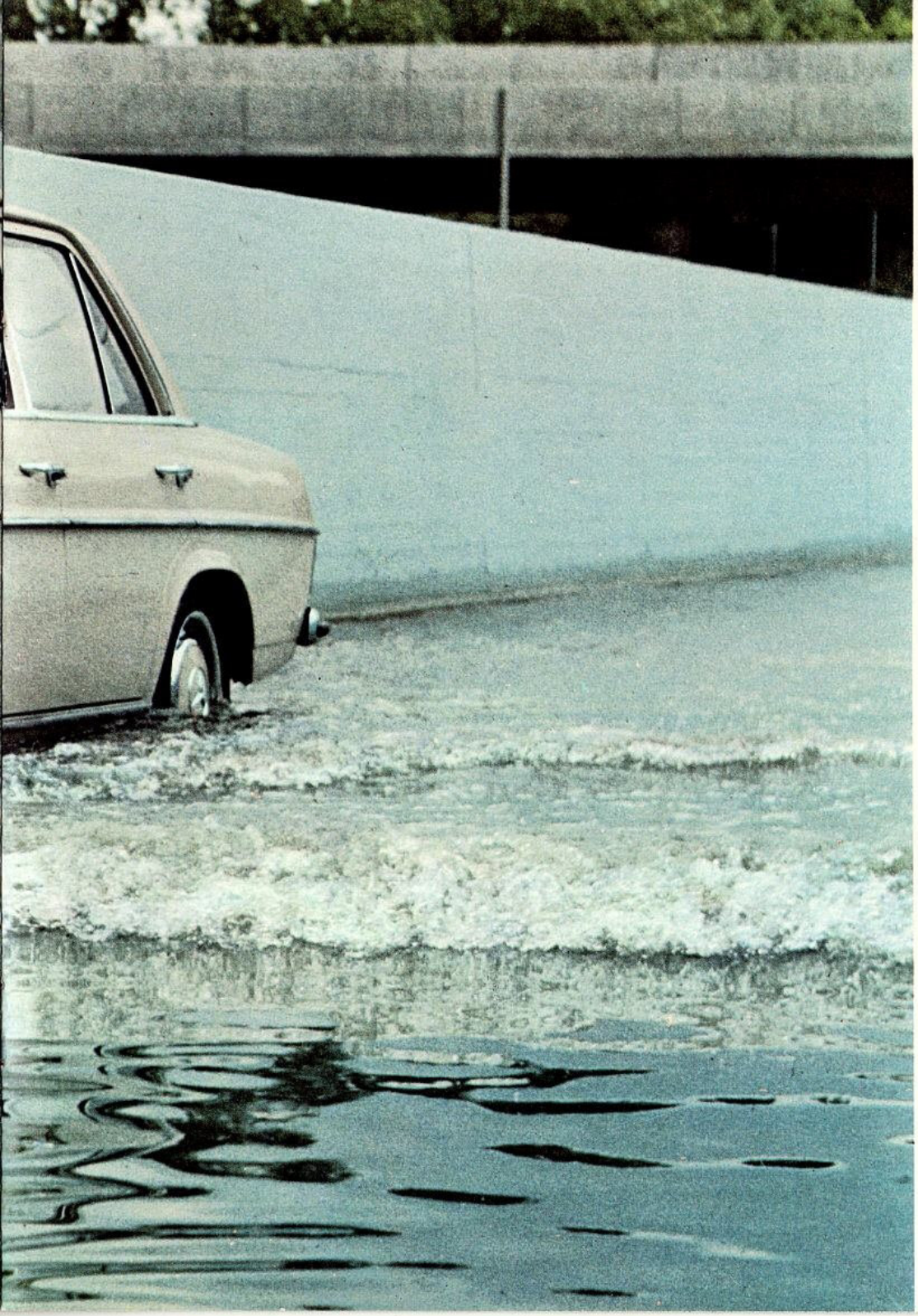


Reliability means being able to drive the car under even the most extreme conditions. The programme also calls for the cars to drive through this ford. The splash water had no effect whatever on the electrical units.

Reliability

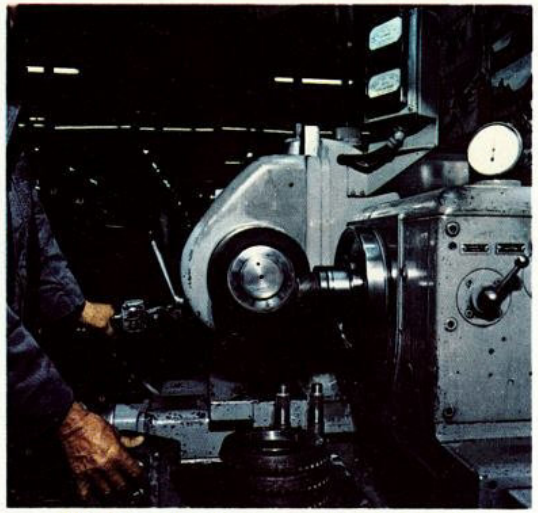
A reliable car is one which functions perfectly and operates without trouble over a long period of time.

Mercedes-Benz cars are reliable.

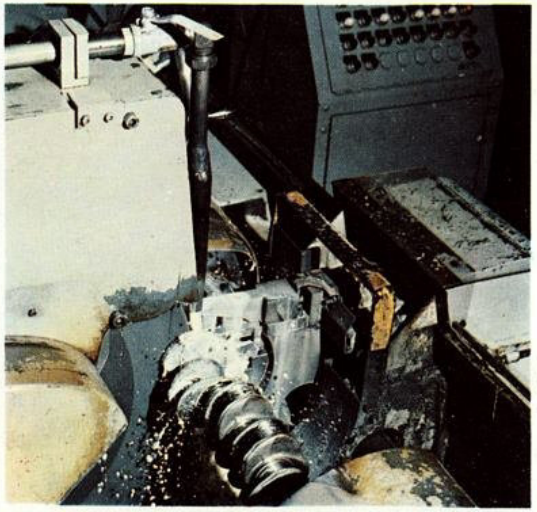
Seats, seat springs and door locks
have been successfully subjected to continuous tests.

4 doors made to fit exactly
The deep thud when closing the doors is not an acoustic gimmick, but a sign that the doors fit exactly. Mercedes-Benz employs experts whose only job it is to check the measurements of the doors.

All electrical units
(headlights, starter motors, dashboard lighting etc.) are separately earthed, which is more expensive but also more reliable.



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



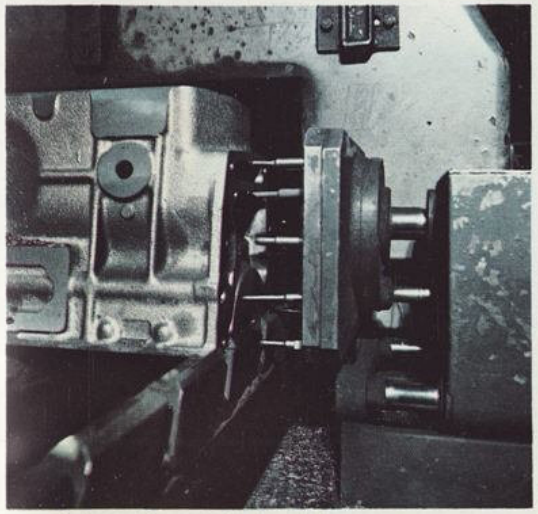
When grinding the crankshafts we do not rely on experts, no matter how good they may be. Electronically controlled caliper gauges control grinding machines more exactly and more evenly. Manual checks confirm this fact.

All parts supplied by other firms are subjected to a strict test again before being installed, although they have already been inspected at the manufacturers. For example, a high percentage of every delivery of rubber sleeves for the constant-velocity joints of the rear axle must undergo a 100 hour test in an oil bath. The batch is only released for production when it has passed this test.

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

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

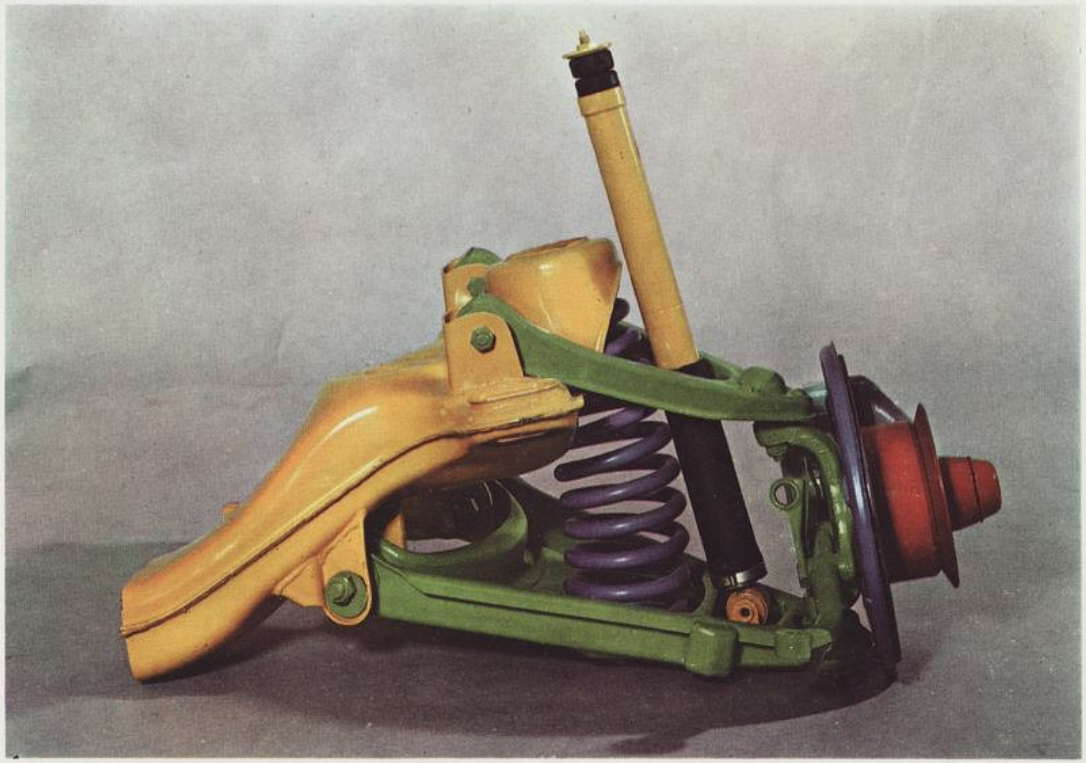
Safety knob
The door is only shut properly if the arrester knob fort he door lock can be pushed down.

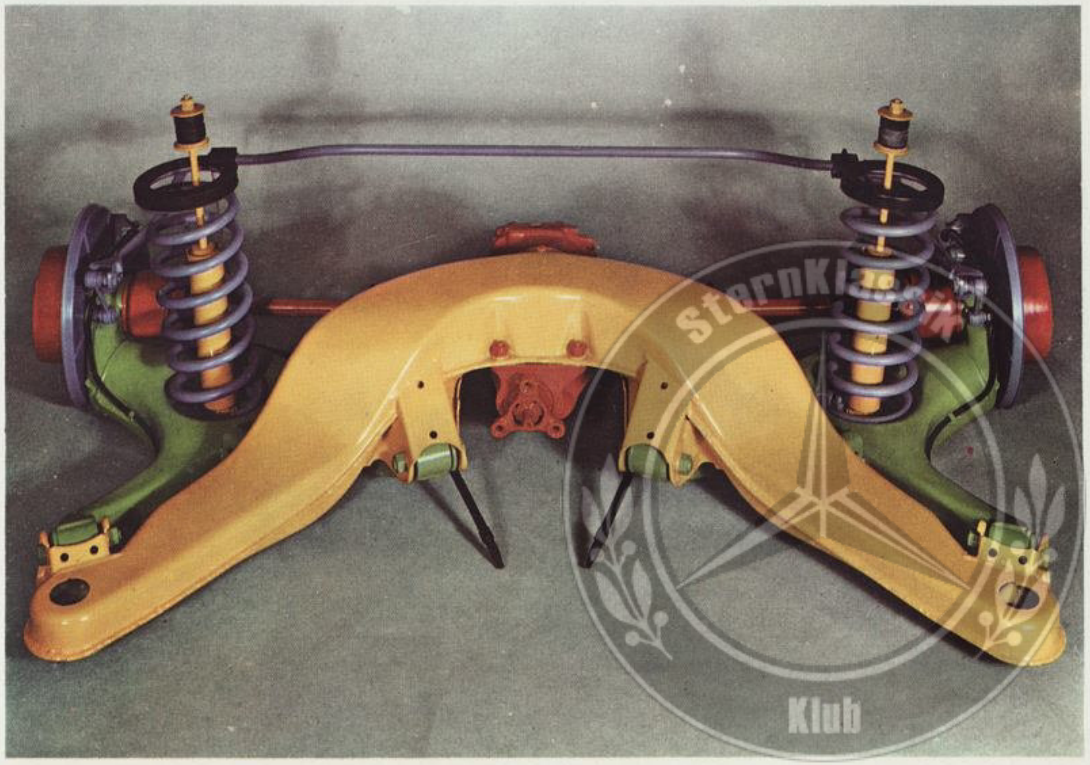


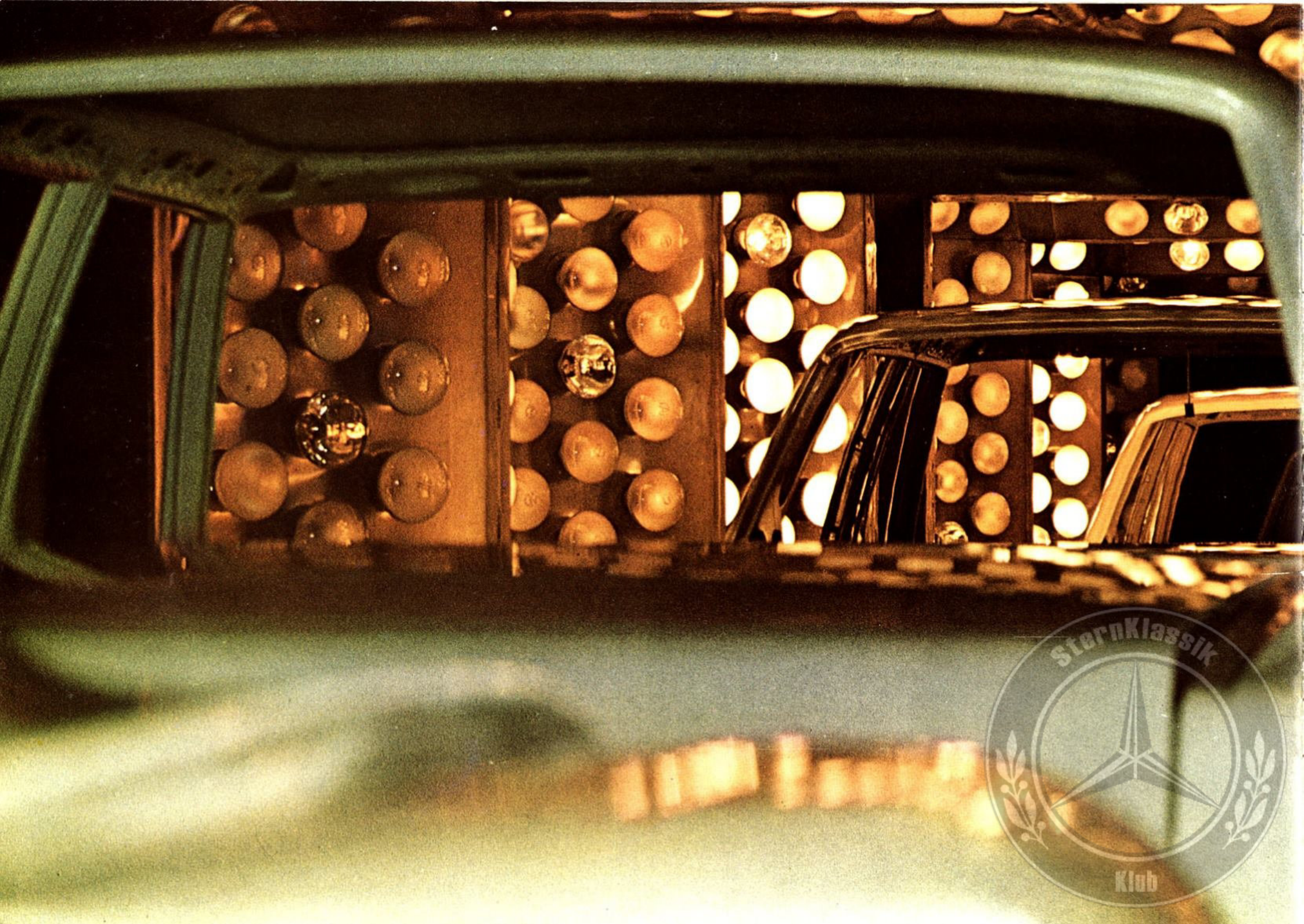
Automatic control points
Every bore is tested with this automatic feeler. If one of the pins encounters resistance, for example if the hole has not been properly bored, then the engine block is immediately put aside.

Control points like these appear at intervals all over the conveyor belts. They are uncompromising.

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






SternKlassik
Klub

That's what paintwork should be like: hard but not brittle, resistant to weather and chemical influences, but elastic enough to be unaffected by stones flung up from the road. Paint consistency and drying processes must be matched precisely. One of the most important requirements: the drying plant.

Lasting value

Lasting value
Lasting value in an automobile means that years of service do not detract to any great extent from its value, in other words, that a high re-sale value is obtained.
Mercedes-Benz passenger cars are lasting in value.

Vehicle shape
Fashion will always attract certain purchasers. Mercedes-Benz however cannot afford to go along with this trend. New models with the three-pointed star only come on the market when a genuine technical improvement has been made.

For this reason Mercedes-Benz do not have bodies which are attractive today and dull tomorrow. They are modern but not modish. The only shape which lasts for years is the "right" one.
They have long lives –
as long as a Mercedes-Benz.

Lasting value means that the quality of material and workmanship must be equally high.

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

The paintwork
Mercedes-Benz passenger cars are given a particularly hardwearing paint covering (around 20 kg. per vehicle). After the application of phosphates and the passivation, up to five coats are applied. These are organically coordinated. First comes a primer, then the second primer, then the protective coating, then the basic cover, and finally the top coat.

The permanent underseal
(around 14 kg per vehicle) for the undercarriage, the mudguards, 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 later are coated with zinc paint before assembling to prevent inside corrosion.

The Mercedes-Benz seat
On top: the cover. Next: intermediate layer. Then the porous but firm rubberized hair mat, and finally the progressively working steel spring core.

The axle housing and engine block are coated inside with a special heat and oil-resistant paint developed according to the findings of the Mercedes-Benz research laboratory.

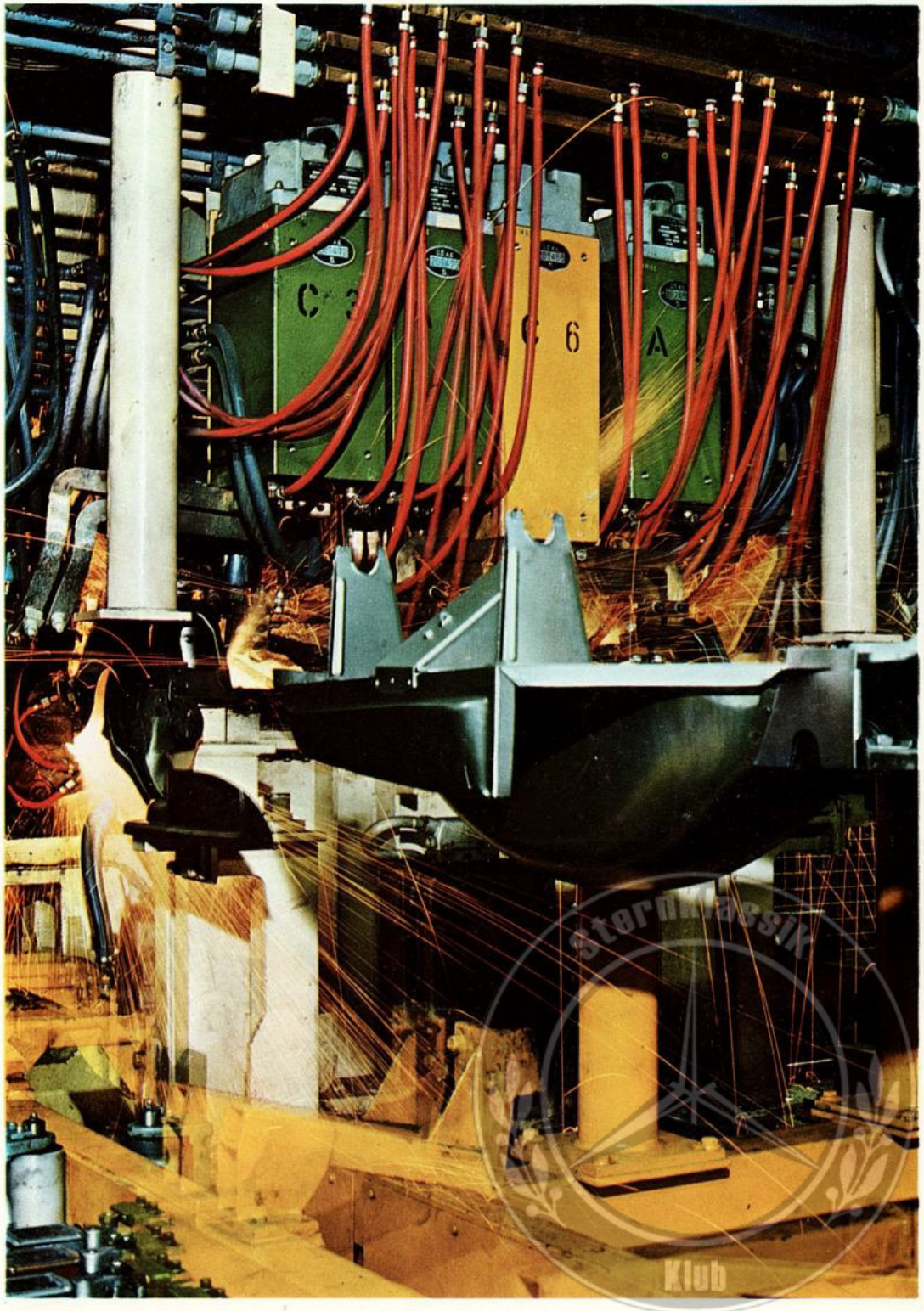
Sheet metal joints must be scrupulously clean.
All joints, no matter how small, are sealed on the inside as well as the outside. This is not only for the sake of appearance, but to make sure that corrosive influences have no chance whatever.

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

Uncompromising inspectors
15% of all personnel engaged in passenger car production carry out control work. They have to weed out everything which does not come up 100% to the quality standard required. An important point: they really do do this.

Service
Mercedes-Benz has over 3700 service stations in 162 countries with experienced specialists who have frequent refresher courses given by experts from the plant. A reassuring feeling, especially on holiday trips.

The bodywork is welded together in a completely automatic process with thousands of welding points. Modern welding machines carry out the job more evenly and hence more safely than the most skilled specialist.



Basic Equipment

Axles
Front axle:
Axle support with double wishbones and anti-dive control,
Rear axle:
Mercedes-Benz diagonal swing axle.

Transmission
Fully synchronized 4-speed transmission with steering column gear shift 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 each.

Windscreen
Windscreen washer foot-operated with wiper contact, 2-speed windscreen wipers, butterfly type, operated by the combination switch on the steering wheel.

Lighting system
Parking light, asymmetric low beam (dimmer), high-beam headlights, foglamps, side marker lights, reversing lights, infinitely variable instrument lighting, boot light, interior lights with door contact and hand switch, rear reading lights with switch on the dashboard (type 250), lighting for ashtray, glove compartment and heater knob.

Brakes
Dual-circuit servo-assisted braking system, disc brakes all round, parking brake with additional brake shoes and brake drums, indicator lamp for the functioning of both brake circuits.

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 far 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 strips on both sides, bumpers with broad rubber strips.

Seats
Seating anatomically contoured, firmly anchored, shaped to give perfect hip support, seat springing, vehicle suspension and sitting position carefully coordinated, front seats adjustable forwards and backwards, plus backrest angle, reclining seat fittings, on request bench seat with firm, continuous backrest.

Instruments
Instrument panel padded, yielding on impact, speedometer, oil pressure gauge, fuel gauge, cooling water temperature gauge, indicator light for parking brake for functioning of both brake circuits, for battery, blinkers, high beam and fuel reserve, electric clock, total mileage counter, daily mileage counter.

Heating and Ventilation
Continuous warm or cold air flow, dust and draught free, with additional blower for windscreen, front and rear legroom, air volume and air distribution for warm and cold air, infinitely variable up and down, heating separately controlled for right and left, right and left of the instrument panel adjustable spherical vents for warm and cold air. Large fresh-air opening in the middle of the instrument panel, infinitely variable adjustment to right and left.

Signalling system
Headlight flasher, self-cancelling blinker operated by the combination switch on the steering wheel, 2 high-frequency horns, brake lights, warning blinker system.

Locks
Safety locks on all doors with a child-proof locking system on the rear doors, boot lid lock, steering wheel lock combined with ignition lock, starter motor and starter non-repeat unit, master key for the doors, ignition lock and boot, second key only for doors and ignition lock.

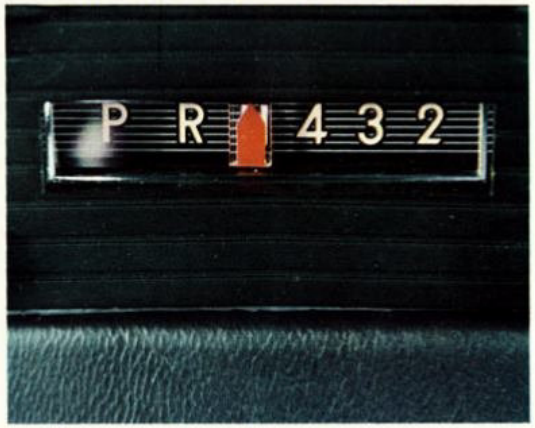
Miscellaneous
Parcel tray between front seats, pockets on the front doors, glove compartment, rear window shelf, rear view mirror, adjustable to anti-glare position, padded sun visors, on passenger side with make-up mirror, grab handles on roof frame, clothes hooks on grab handles at the rear, padded armrests on doors, armrest between rear seats, cigar lighter, ashtrays at the front and rear, anchor points for safety belts at the front and rear, carpeting front and rear, towing lug front and rear.

Optional

The standard Mercedes-Benz passenger cars are very well equipped and offer maximum comfort.

If you want to add to your Mercedes-Benz according to your own wishes and ideas, in order to provide it with a personal note and an individual atmosphere, you can order many extras.

Mercedes-Benz power steering



Mercedes-Benz Automatic

Sliding roof

Mercedes-Benz power steering
Mercedes-Benz power steering facilitates driving. This becomes obvious when parking and going round narrow bends. Hydraulic equipment reduces the power required at the wheel and the number of turns. In spite of this, full ground contact is maintained in all situations.

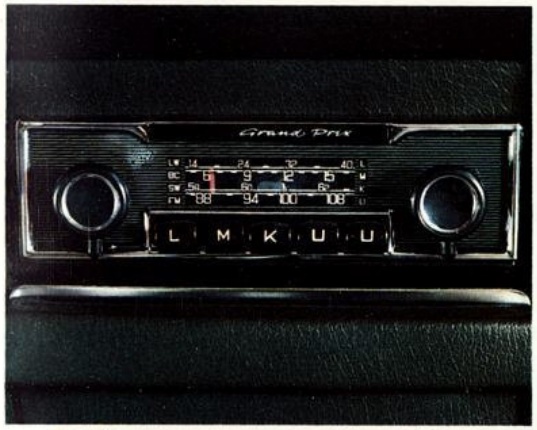
Mercedes-Benz Automatic
either with steering column gear shift or floor shift. You can drive at different speeds according to the traffic flow without having to change gear or operate the clutch. When overtaking you only need to "kick-down" the accelerator into what is called the forced throttle position 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, and it is just this which is one of the greatest advantages of a 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 boot) so a Mercedes-Benz always has the same 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 passenger car is weatherproof and maintenance free. There are mechanically or electrically operated versions.

Electrically heated rear window
An electrically heated rear window can be de-iced more quickly and does not steam up.

Safety Headrests



Radio

Safety Belts

Safety headrests
The Mercedes-Benz headrests can be adjusted in height and 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.

Radio
A car radio is not only recommendable on account of the comfort it affords. Programs regularly bring reports about road conditions, traffic hold-ups, diversions etc.
Thus by finding out beforehand, you can avoid annoying delays.
At the works the Europa, Mexico and Grand Prix models are installed, and for the foreign market 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 a difficult time fighting prejudice. Today the efficacy of safety belts is undisputed.
From the experience gained in systematic scientific investigations concerning safety belts Mercedes-Benz supplies 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 parts of the car and are protected to a high degree against this type of injury.

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, Halogen extra long distance headlight instead of standard fog lamps, and much more.

Further details are contained in our catalogues
Mercedes-Benz Special Equipment and Mercedes-Benz Automatic Transmission, Power Steering and Air Conditioning.

Technical data

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

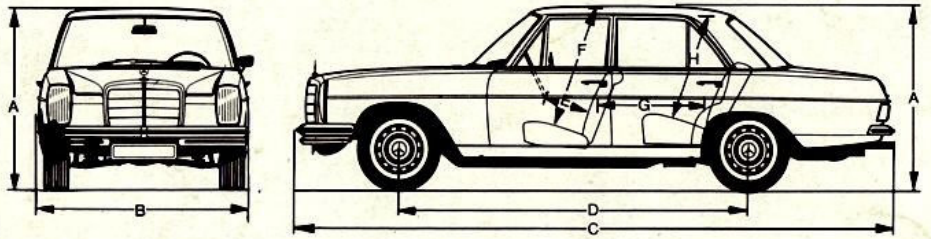
[1]) The output given in net b.h.p./DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power used for operating auxiliary units not required to operate the engine.

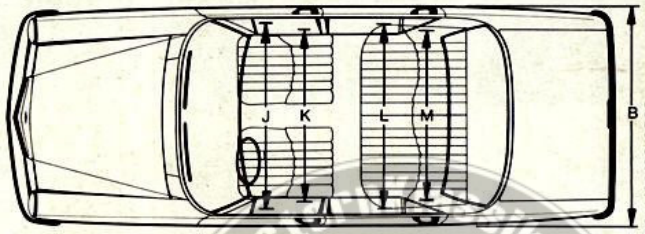
[2]) Technical data acc. to DIN 70020 and 70030. Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h on a level road, plus 10 %. This method is used by all German automobile manufacturers. The consumption values quoted are therefore calculated under the same 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. By reason of legal stipulations in various countries outside the Federal Republic of Germany 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	56.7 ins.
B	Overall width	69.7 ins.
C	Overall length	184.5 ins.
D	Wheelbase	108.3 ins.
E	Steering wheel — driver's seat backrest[4])	13.4 ins.
F	Seat height, unloaded front	37.8 ins.
G	Driver's backrest — rear seat backrest[4])	32.1 ins.
H	Seat height at rear	34 ins.
J	Width at centre of upholstery front	58.7 ins.
K	Width at shoulder height, front	55.5 ins.
L	Width at centre of upholstery, rear	58.5 ins.
M	Width at shoulder height, rear	55.3 ins.
Track width, front		56.85 ins.
Track with, rear		56.69 ins.
Turning circle diameter		35.6 ft.
Boot space		approx. 20.5 cu. ft.

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