



MERCEDES-BENZ

220

A perfectly styled, fast touring car of technical perfection

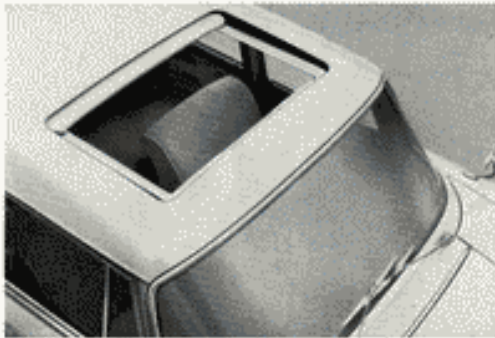
The Mercedes-Benz 220 is the first of the series of 6 cylinder cars in the wide range of models to meet all requirements. This beautiful car far exceeds accepted standards in styling and appointment, in road holding and comfort. It sets new standards in modern car design. However different driving conditions are in the five continents there is unanimity in the praise of the 220. This model fulfils the highest aesthetic requirements, it provides quite exceptional safety and it retains its value for many years. — What is the background of this imposing car? The tradition of Daimler-Benz, the world's oldest car manufacturers. The history of the motorcar began here in 1886 and today Daimler-Benz look back on three quarters of a century

devoted, without interruption, to research and to the development and production of all types of motor vehicles and engines. The chronicle of the factory records many pioneering advances in motorcar design and countless racing successes in competitive road and track events in all parts of the world. A wealth of experience has been accumulated and the tradition of pioneering spirit and pride in perfection and craftsmanship built up from the very beginning is carried on today by more than 70,000 employees in five modern factories.

The Mercedes-Benz 220 is clear evidence of the high standards attained and applied at Daimler-Benz.



The well appointed interior offers ample space for five or six people. Single seats in front (bench seat optional), deep bench seat at rear. By inserting bolsters (available as an extra) between front seats and their backrests the front seats can be adapted to a bench seat. The bolster between the seat backs can be folded forward to act as a centre armrest. The anatomically correct upholstery is covered with finest quality material. Four large, wide opening doors permit easy entry and exit. All side windows wind down fully and quarter lights are fitted in front. All round vision is excellent. There is a large parcel shelf below the panoramic rear window.



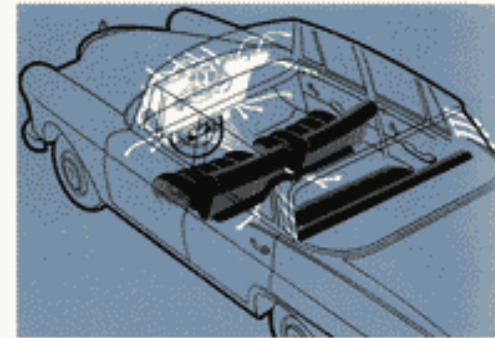
The 220 can be supplied with a steel sliding roof as an optional extra. Apart from six standard colours, numerous special colour finishes are available as well as white wall tyres. — Excellent visibility even



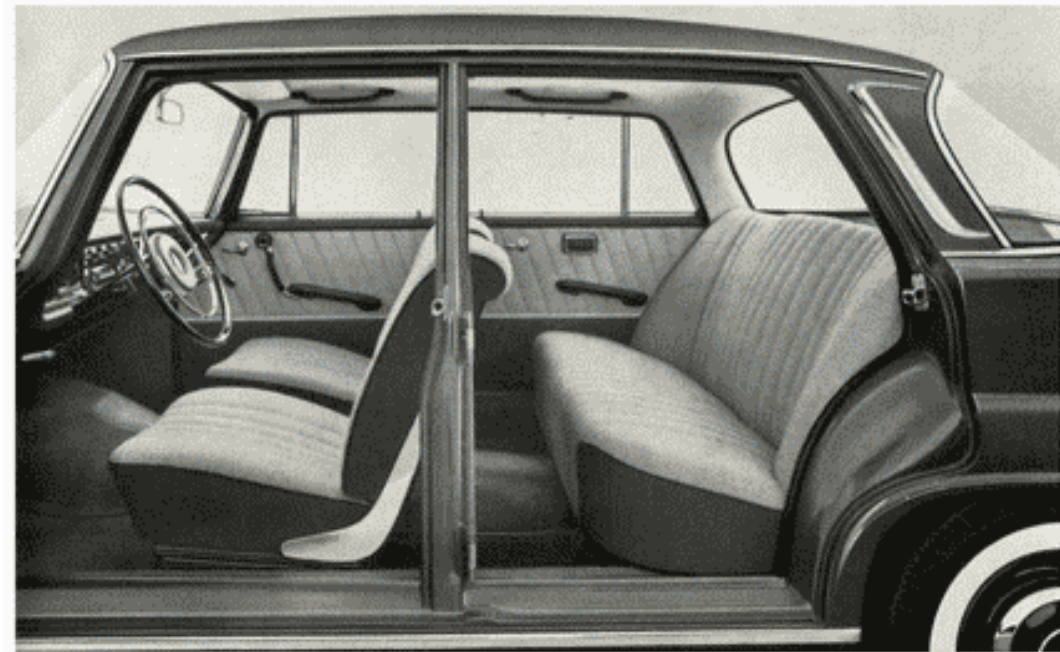
in rain or snow is assured by the large two-speed, counter moving windscreen wipers with large central overlap. Screen washers are standard equipment.—Special door locks with safety trap, securing handle and lock



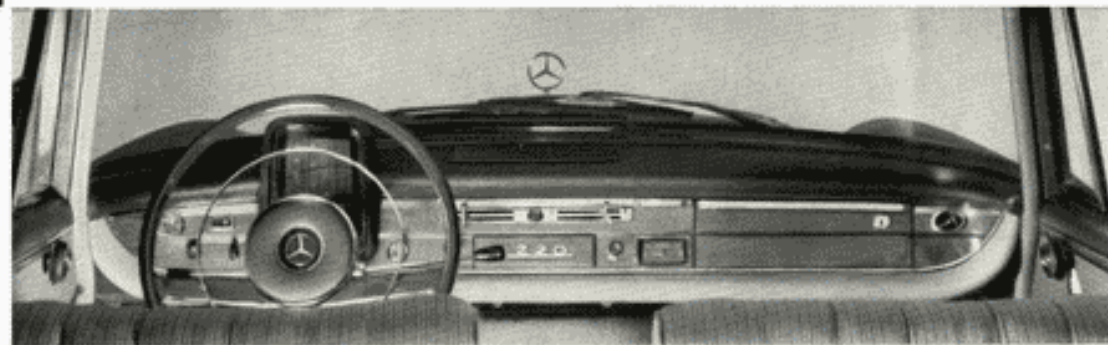
eyes on the door pillar make accidental opening practically impossible. In addition, internal securing bolts are provided. — Very efficient heating and ventilating system with booster blower. Outlets to the windscreen



and the quarter lights, to both sides of the front and rear floor space. Separate controls for right and left hand side provide for full individual adjustment of the airflow to the screen and quarter lights and the floor space.



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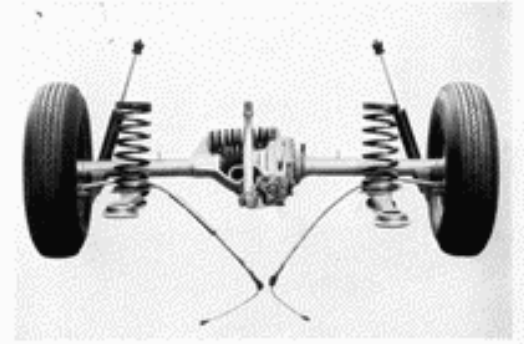
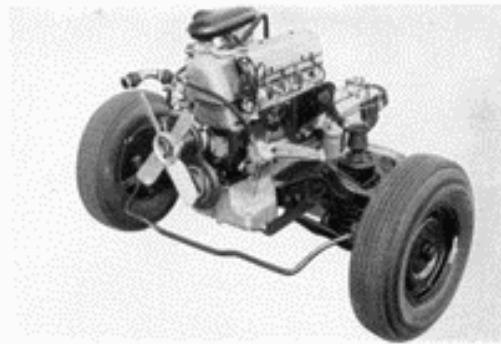
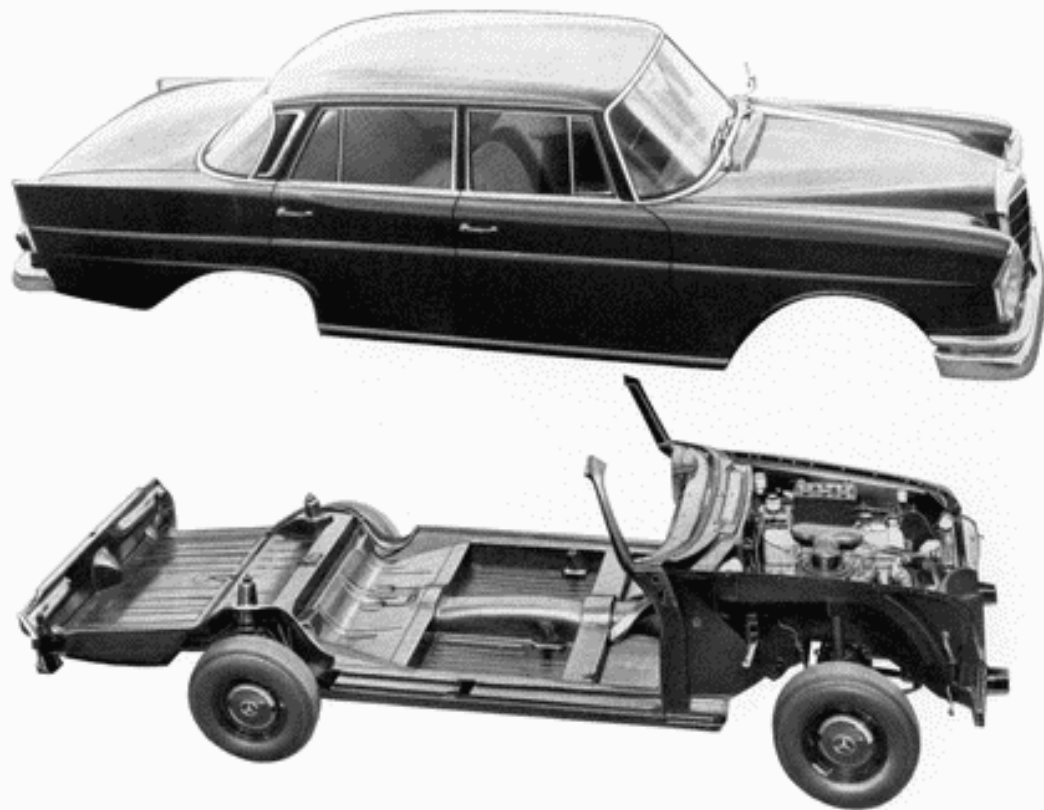


Added safety is provided by padding on the steering wheel boss, dashboard, instrument cluster, sunvisors, window edges and door pillars, and furthermore by flexible or recessed controls and the shock absorbing structure of the dashboard. Easily read, well grouped, instruments include vertical colour-signal speedometer with trip and total mileage recorder, gauges for water temperature, oil pressure and petrol, and control lights for blinkers, headlights, petrol reserve and ignition. Other items you will appreciate are: large glove box, an oddment tray between seats, an anti-dazzle driving mirror, and on the front passenger door a grab handle.

The rear of the 220: The straight upper edges of the boot make reversing and parking in confined spaces easy. Both the horizontal rear light units incorporate reversing lights. The locked petrol filler cap is located behind the hinged number plate. The boot has a capacity of over 22 cubic feet and a set of special suitcases, to use its full capacity, can be supplied as an extra.





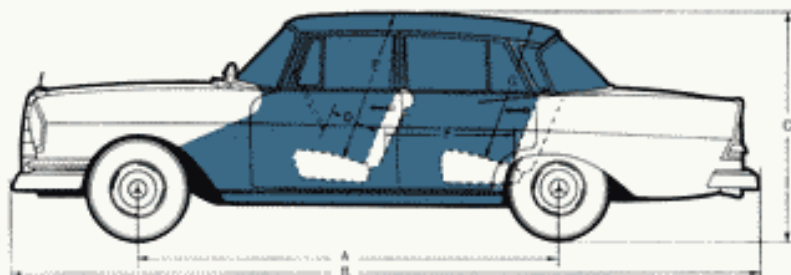


The car owes its great structural strength to the sturdy frame floor with large longitudinal and cross members, and the strong body, welded together to form a rigid, distortion-free unit. To prevent noise and vibration from the roadwheels, the engine and transmission reaching the interior, metal-bonded rubber elements are extensively used for mounting the engine, gear box and front wheel assembly in the sub-frame which, like the rear axle and the propeller shaft, is rubber mounted in the frame floor.

The sub-frame with engine, fully synchronised gearbox, and front suspension is carried in the front of the frame floor. For servicing, the whole unit can be with-drawn and refitted quickly and economically. — The 220 is powered by a

technically advanced and powerful 105 HP six cylinder engine with overhead camshaft. This engine is outstanding in its flexibility, its smooth running at all speeds, excellent acceleration and long life. — Independent front suspension with rubber-mounted shock absorbers positioned close to the wheels, coil springs with rubber buffers and torsion bar stabiliser. Turbocooled front brakes. — At the rear: A single-joint swing-axle with low-pivot point, and central, horizontal compensating spring (as in the 300 SL). Rear axle and shock absorbers are rubber mounted. — The result of the careful matching of all suspension units is quite exceptional roadholding coupled with excellent driving comfort — qualities which make for safety even when driving on bad roads or when cornering at speed.





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- A) 108.3 ins. (2,750 mm)
- B) 192.2 ins. (4,875 mm)
- C) 59.5 ins. (1,510 mm)
- D) 13.4 ins. (340 mm)
- E)* 37.8 ins. (960 mm)
- F) 32.7 ins. (830 mm)
- G) 33.7 ins. (855 mm)
- H) 59.5 ins. (1,510 mm)
- I) 54.8 ins. (1,390 mm)
- J) 60.7 ins. (1,540 mm)
- K) 55.2 ins. (1,400 mm)
- L) 70.7 ins. (1,795 mm)

Specifications

Engine

Number of cylinders 6
 Bore/stroke 3.15/2.86 ins. (80/72.8 mm)
 Total piston displacement ... 133.9 cu. ins. (2,195 c.c.)
 Engine output acc. to SAE 105 gr. HP/5,000 r.p.m.
 Speed at 62 m.p.h. 3,300 r.p.m.
 Maximum speed 6,000 r.p.m.
 Compression 8.7:1

Oil capacity

of crankcase 9.7/6.2 imp. pt. 11.6/7.4 US pt.
 max./min. (5.5/3.5 ltr.)
 Oil cooling oil water heat exchanger

Driving data

Maximum speed in
 1st gear 30 m.p.h. (45 km/h.)
 2nd gear 43.5 m.p.h. (70 km/h.)
 3rd gear 71 m.p.h. (114 km/h.)
 4th gear 96 m.p.h. (155 km/h.)
 Climbing ability in
 1st gear 1 in 1.82 (55^{*/e})
 2nd gear 1 in 3.17 (31.5^{*/e})
 3rd gear 1 in 5.4 (18.5^{*/e})
 4th gear 1 in 9.4 (10.6^{*/e})

Fuel

Fuel consumption during average highway driving
 33.2-23.5 m. p. imp. gal. 27.6-19.6 m. p. US gal.
 (8.5 to 12 ltr./100 km)

Fuel consumption**

25.2 m. p. imp.gal.
 21 m. p. US gal. (11.2 ltr./100 km)
 (measured at 68 m.p.h. 110 km/h.)

Tank capacity 14.3 imp. gal. 17.2 US gal. (65 ltr.)
 incl. reserve 1.3 imp. gal. 1.6 US gal. (7 ltr.)
 indicated through warning light

Dimensions/weights

Maximum length 192.2 ins. (4,875 mm)
 Maximum width 70.7 ins. (1,795 mm)
 Maximum height,
 unloaded approx. 59.5 ins. (1,510 mm)
 Wheelbase 108.3 ins. (2,750 mm)
 Ground clearance, with two
 occupants, approx. 7.9 ins. (200 mm)
 Turning circle dia. approx. 37.8 ft. (11.5 m)
 Curb weight 2,910 lbs. (1,320 kg)
 Permissible total weight 4,015 lbs. (1,820 kg)

* With sliding roof 36.2 ins. (920 mm)

** Determined at ³/₄ of maximum speed, 68 m.p.h
 (110 km/h.), less 10 per cent.

Design and equipment subject to modification.
 White wall tyres extra.