



**MERCEDES-BENZ**

**220 S/SE**

## *European Special*

The 220 S and 220 SE are designed for the most discerning of the many Mercedes-Benz enthusiasts. These distinctive cars clearly excel in style, appointment, equipment and driving characteristics. They lead the way in modern car construction. Small wonder then that such an enthusiastic reception has been accorded to both models by even the most critical motoring enthusiasts and by the public in general - indeed a compliment of rare unanimity exceeding even the high expectations of the designers. The first trial run will show you the reasons for this enthusiasm: that perfect harmony of surging power, incomparable roadholding and ideally balanced suspension, - a superlative in motoring. - The Mercedes-Benz 220 S and 220 SE are the crowning result of the highest engineering skill applied to car design and manu-

facture. They are the latest in a long line of pioneering achievements supported by vast experience, much of it gained in the most grueling races. They are products of the world's oldest car manufacturers with a tradition going back to the very beginning of the history of the motor-car in 1886. Today, Daimler-Benz look back on three quarters of a century of research, of design and construction of motor vehicles and engines, adhering at all times to the guiding principle of striving unceasingly to advance technical development to perfection, to achieve styling that is modern but not tied to short-lived fashion and to ensure the highest quality and finish down to the smallest detail. Adherence to these principles has earned Daimler-Benz its present world-wide reputation and has set a high standard for future development.

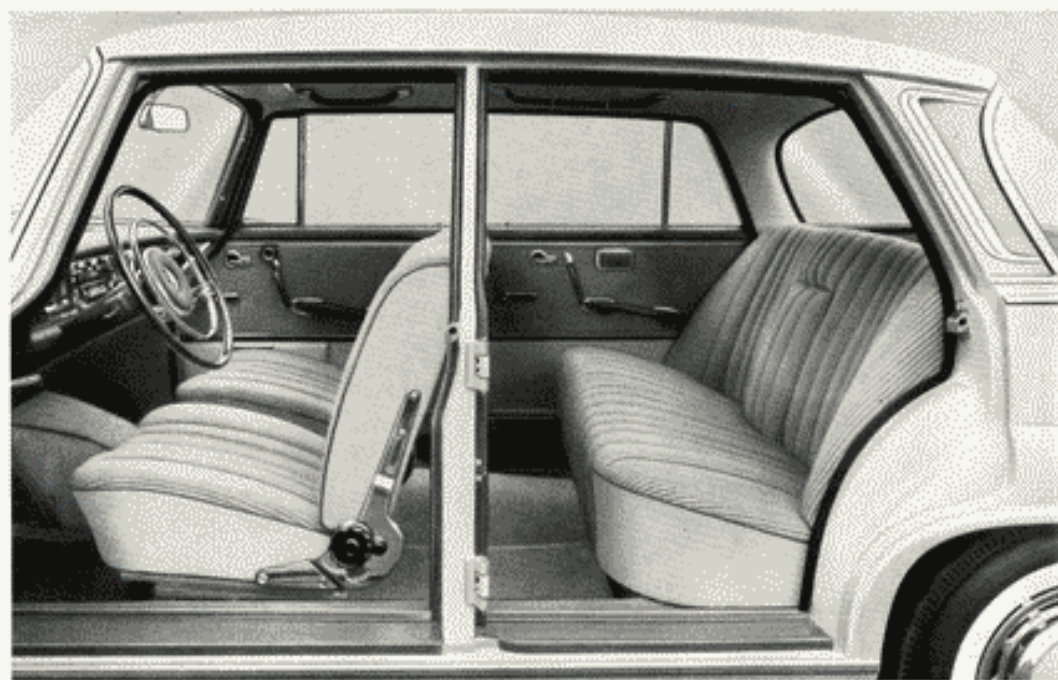


## *Comfort for the spoiled*

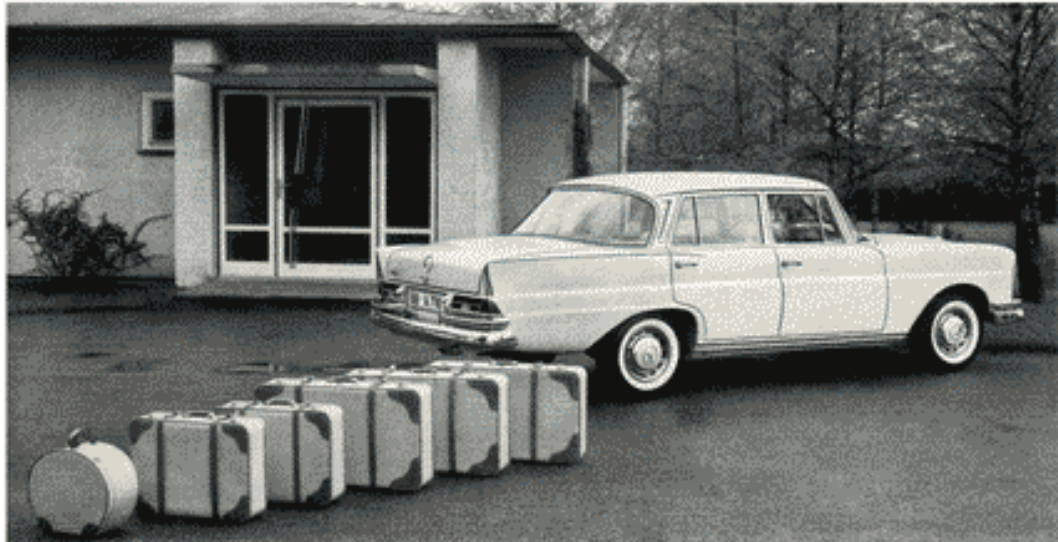
Another noteworthy feature is the excellent all-round visibility, full view windscreen and wrap-round rear window, and the ease of entry afforded by the four large, wide-opening doors. The almost geometrically designed rear with the straight wing line (a great help in reversing) promises a large boot and on raising the lid its amazing spaciousness is revealed. The Mercedes-Benz 220 S and SE allow an exceptional amount of luggage to be carried. The boot capacity of over 22 cu. ft. speaks for itself. An elegant set of special made-to-measure suitcases can be supplied. Both the horizontal rear light units (with blinkers extending to the sides of the car) incorporate reversing lights. The locked filler cap is situated behind the hinged number plate for easy access from either side.



The impression of discreet elegance conveyed by the car's outward appearance is confirmed by the comfort and the functional beauty of the interior appointment. Have a closer look at the illustration. The fascia in fine polished wood, with the instrument cluster, the electric clock, cigar lighter, well placed controls and large locked glovebox; note the steering wheel with horn ring and the steering column gear lever and the combined blinker and overtaking light control, the padded sunvisors, and the antidazzle driving mirror. Special mention should be made of the comprehensive safety measures evolved in years



of exhaustive tests: shock absorbing dashboard, padding on the steering-wheel boss, the dashboard, the instrument cluster, the sunvisors and the edges of the windows and door pillars; for added safety, controls are of flexible material or are recessed. — Seating is luxurious in the superbly finished anatomically perfectly shaped seats with generous head and leg room, front and rear. Carefully selected covering materials round off the impression of outstanding quality. The standard equipment provides for single front seats and rear bench seat with folding centre armrest. A front bench seat is optional at no extra charge. —



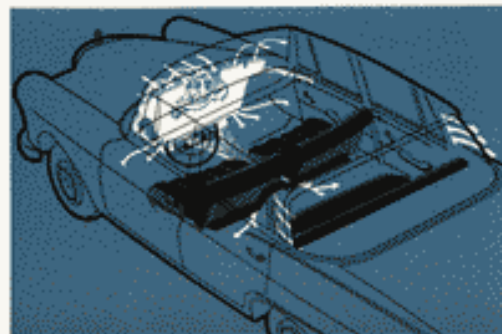
# 220 S/SE

Both front seats are fully adjustable. The backs fold down to the level of the rear seat when required. Two upholstered insets can be supplied as an extra; one to fit onto the oddments tray between the front seats and the other between the back rests, thus transforming the front seats

into a bench seat. The inset between the back rest can be folded forward to serve as a centre armrest. — A steel sliding roof and white wall tyres are optional extras and apart from six standard colours, there is a choice of numerous special colour finishes. — Efficient heating

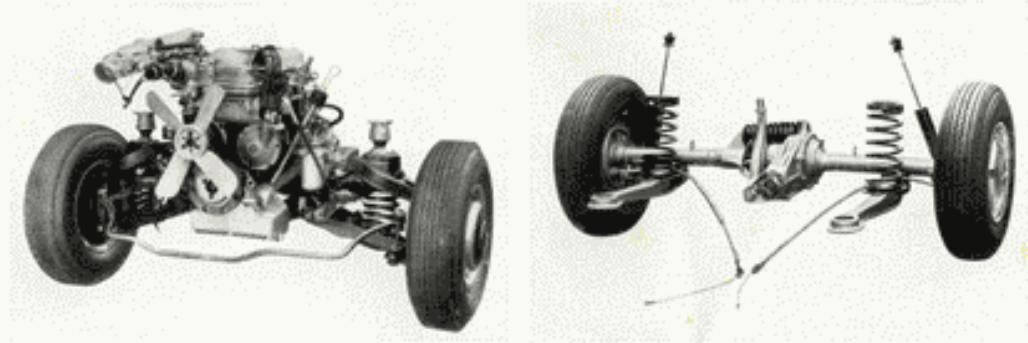
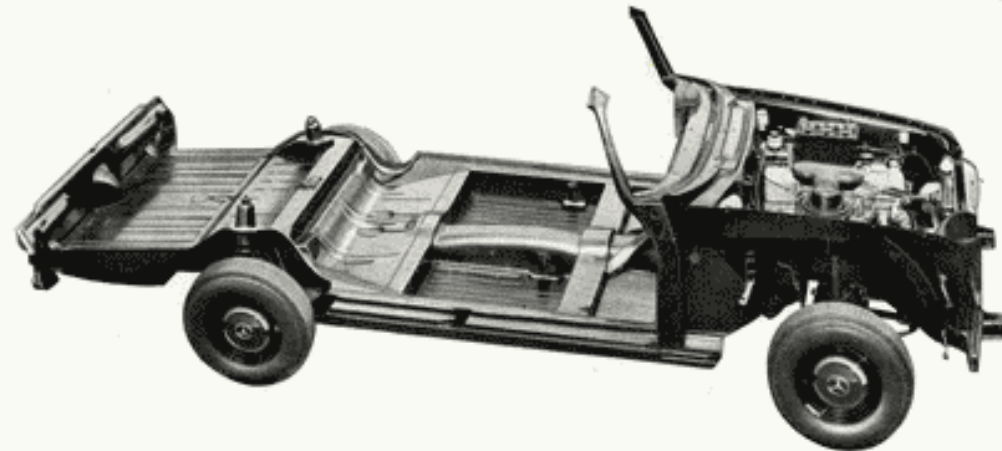
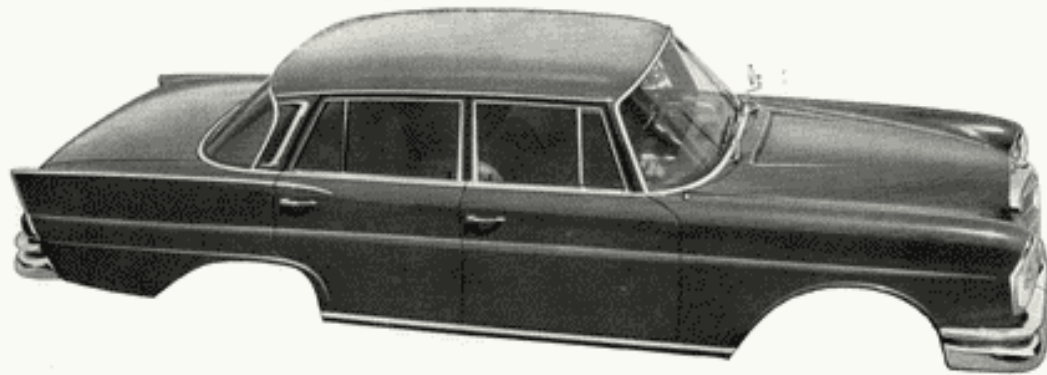
and ventilating with a twostage booster blower, is ducted to the windscreen, to the quarter lights in the front doors and to both sides of the front and rear floor space. Separate controls for right and left hand side provide for any variation of airflow to the

window and to the floor space. — Excellent visibility is assured in any weather by large counter-moving, two-speed windscreen wipers with a large overlap in the centre of the screen. Screen washers are standard equipment.









These cars owe their great structural strength and rigidity to the stout frame floor with large longitudinal and cross members and the strong body shell both welded together to form one distortion-free unit. To prevent noise and vibration from the wheels, the engine and transmission from reaching the body, rubber elements are used for mounting the engine, gearbox, and front suspension in the sub-frame and for mounting the sub-frame, rear axle and propellor shaft in the frame floor.

Good roadholding and excellent riding comfort: these two qualities have been combined to perfection in the 220 S and 220 SE. To mention a few of the interesting details: independent front suspension with shock absorbers close to the wheels, coil springs and torsion bar stabilizer. Single-joint, low-pivot, swing-axle at the rear with supplementary horizontal compensating spring. Disc brakes in front and turbo-cooled servo brakes rear which bring the car to a halt quickly, even from high speeds, without deviating from its track. In the 220 SE: the engine with intermittent manifold fuel injection giving this model true sportscar acceleration. — The light, accurate recirculating-ball steering, the carefully balanced suspension, the strength of chassis and body design and the proven high performance engines all combine to give driving characteristics of a standard not hitherto achieved in saloon cars: Rock steady, high speed cornering, amazing resistance to break away even on violent counter-steering and quite exceptional road adhesion on any surface. A trial run will tell you more. These cars speak for themselves.



**Daimler-Benz AG Stuttgart-Untertuerkheim Germany**



**MERCEDES-BENZ**

# 220 S/SE

|           |           |                |
|-----------|-----------|----------------|
| A         | 108.3 in. | (2,750 mm)     |
| B         | 192.2 in. | (4,875 mm)     |
| C approx. | 59.4 in.  | (ca. 1,510 mm) |
| D         | 13.4 in.  | (340 mm)       |
| E*        | 37.8 in.  | (960 mm)       |
| F         | 32.7 in.  | (830 mm)       |
| G         | 33.7 in.  | (855 mm)       |
| H         | 59.5 in.  | (1,510 mm)     |
| J         | 54.8 in.  | (1,390 mm)     |
| K         | 60.7 in.  | (1,540 mm)     |
| L         | 55.2 in.  | (1,400 mm)     |
| M         | 70.7 in.  | (1,795 mm)     |

## Specifications 220 S

### Engine

|                                 |                             |
|---------------------------------|-----------------------------|
| Number of cylinders             | 6                           |
| Bore/stroke                     | 3.15/2.86 in. (80/72.8 mm)  |
| Total piston displacement       | 133.9 cu. in. (2,195 c. c.) |
| Engine output acc. to SAE       | 124 gr. HP/5,200 r. p. m.   |
| Speed at 62 m. p. h. (100 km/h) | 3,465 r. p. m.              |
| Maximum speed                   | 6,000 r. p. m.              |
| Compression                     | 8.7:1                       |

### Driving data

|                     |                                   |
|---------------------|-----------------------------------|
| Maximum speed in    |                                   |
| 1st gear            | 28 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            | approx. 102 m. p. h. ca. 165 km/h |
| Climbing ability in |                                   |
| 1st gear            | 1 in 1.72 (58%)                   |
| 2nd gear            | 1 in 3.12 (32%)                   |
| 3rd gear            | 1 in 5.4 (18.5%)                  |
| 4th gear            | 1 in 9.4 (10.6%)                  |

### Fuel

|   |  |
|---|--|
| Fuel consumption during average highway driving | 33-24.5 m. p. imp. gal.                        |
|   | 27.7-20.5 m. p. US gal. (8.5-11.5 lit./100 km) |
| Fuel consumption**                              | 26.4 m. p. imp. gal.                           |
|   | 22 m. p. US gal. (10.7 lit./100 km)            |
|   | measured at 68.3 m. p. h. = 110 km/h           |
| Tank capacity                                   | 14.3 imp. gal./17.2 US gal. (65 lit.)          |
| Incl. reserve                                   | approx. 1.54 imp. gal. 1.85 US gal. (7 lit.)   |

### Dimensions/Weights

|                          |                             |
|--------------------------|-----------------------------|
| Maximum length           | 192.2 in. (4,875 mm)        |
| Maximum width            | 70.7 in. (1,795 mm)         |
| Maximum height, unloaded | approx. 59.5 in. (1,510 mm) |
| Ground clearance,        |                             |
| 2 occupants              | approx. 7.9 in. (200 mm)    |
| Turning circle dia.      | approx. 37.8 ft. (11.5 m)   |

|  |                       |
|--|-----------------------|
| Curb weight with spare wheel and tools | 2,965 lbs. (1,345 kg) |
| Permissible total weight               | 4,070 lbs. (1,845 kg) |

### 220 SE

|   |  |
|---|--|
| Engine output SAE                               | 134 gr. HP/5,000 r. p. m.                      |
| Climbing ability                                | Max. speed                                     |
| in 1st gear 1 in 1.6 (64%)                      | 28 m. p. h. (45 km/h)                          |
| 2nd gear 1 in 2.86 (35%)                        | 43.5 m. p. h. (70 km/h)                        |
| 3rd gear 1 in 5.12 (19.5%)                      | 71 m. p. h. (114 km/h)                         |
| 4th gear 1 in 9.35 (10.7%)                      | approx. 105.4 m. p. h. (ca. 170 km/h)          |
| Fuel consumption during average highway driving | 35.3-29.5 m. p. imp. gal.                      |
|   | 29.4-20.5 m. p. US gal. = 8.0-11.5 lit. 100 km |
| Fuel consumption**                              | 26.4 m. p. imp. gal.                           |
|   | 22 m. p. US gal. (10.7 lit./100 km)            |
|   | measured at 68.3 m. p. h. = 110 km/h           |
| Curb weight with spare wheel and tools          | 3,030 lbs. (1,375 kg)                          |
| Permissible total weight                        | 4,135 lbs. (1,875 kg)                          |

\* With sliding roof 36.2 in. (920 mm).  
 \*\* Determined at 3/4 of maximum speed, maximum 68 m. p. h. (110 km/h), less 10 per cent.  
 Design and equipment subject to modifications.  
 White wall tyres extra.