

**MERCEDES-BENZ**



**220 S/SE**



What do you expect from your automobile? Foremost, it should be a utility commodity, a transportation medium which fulfills its purpose as completely as is possible. But, there is also something of a personal relationship to an automobile. Everyone has an individual conception of "his" car, and because tastes and demands vary so widely, Daimler-Benz AG has developed its broad, comprehensive passenger car program. The middle class of this program extends from the 180 and 180 D to the 220 S, which stands at the peak. The 220 S represents a high standard in styling, performance and fittings. It is equipped with a 2,200 cc (2.2 lit) six cylinder, high output engine which unleashes 120 HP. This high output corresponds to its technical endowment, its driving performance and the comfort of this large touring car. Briefly: handsome styling, modern, solid technique and quality down to the last screw are the secrets of this highly successful car — the Mercedes-Benz 220 S.



**M E R C E D E S - B E N Z**









## An exceptional automobile

The Mercedes-Benz 220 S is a peak product of international format. It is beautiful because its appearance fulfills the age-old law of aesthetics; it is modern because many of its elements of design are pioneering; it is comfortable because generosity stands godfather to the fashioning of the interior; it is solid because quality serves as a basic axiom which is taken very seriously at all five of the large Mercedes-Benz AG plants. Perhaps that is the reason the 220 S is beloved the world over. Yes, the constantly increasing interest in this car proves that the elegance of its form convinces as does its output, driving performance and equipment. It is no wonder that so many want to own it – and it is certainly no wonder that the 220 S never disappoints its owner.



## Easy to drive

Not every drive stands for a gay beginning or a vacation trip. Also your daily business driving means more pleasure in a car that makes it easy for you. Sit once in the driver's seat, or, better expressed, in the driver's easy chair. A turn of the key, a press of the starter button, and the engine leaps to life. Clutching, shifting, acceleration, steering, braking – everything reacts precisely and easily. Therefore, the car pulls lightly and powerfully. The horn and direction signal ring are conveniently located on the steering wheel; the passing signal light is on the steering column. Everything you need to see or use while driving is clustered directly in front of you. Therefore, you can concentrate foremost on traffic conditions, which is a safeguard to your safety.

And, it is so easy to drive this fast car: the transmission is all-synchromesh from 1st to 4th gears. The recirculating ball type steering is protected by a shock absorber; it adjusts just as automatically as do the brakes, which respond effortlessly. A standard booster brake unit does all of the work for you.





When it rains, the windshield wipers sweep a large unbroken field of vision across the windshield. This is an important driving aid for the driver. They are controlled by a two-speed switch on the dashboard.

The instruments are clustered into one large horizontal unit and the push buttons are fitted into the handsome dashboard with a practicality matching their beauty. The instruments reveal your speed, fuel supply, total and daily mileage, oil pressure, and cooling water temperature. The control lights indicate the activity of both ventilation blowers as well as the direction signals, starter motor and high beam. In the telling this may appear to be confusing multiplicity, however, in use it speaks for good order. Push button control extends from interior lighting, combined steering and ignition lock to cigarette lighter. Give the dashboard a good study, then, while driving, a glance and a quick movement are sufficient.

Items for your personal comfort also have their place in the dashboard: two closed glove compartments, an electric clock, and an ash tray. A dippable rear view mirror, an outside rear view mirror, two padded sun visors and a passing light signal protect your safety.



At a slightly higher cost, the 220 S is equipped with a flawless hydraulic automatic Daimler-Benz-clutch. It does away with the clutch pedal and further simplifies driving. A special brochure explains its advantages and function.

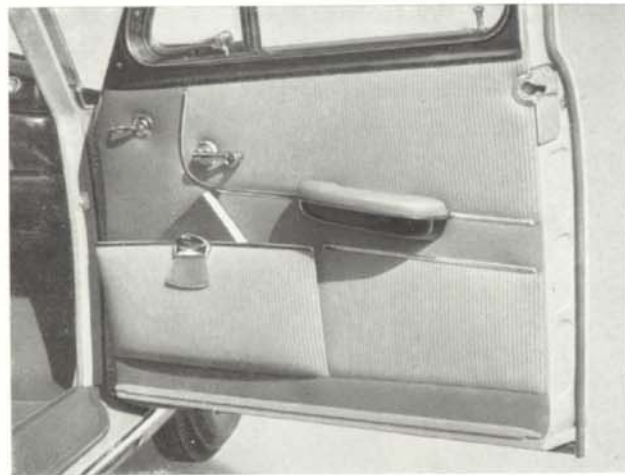






## Generous and comfortable

There is no question of room in a 220 S. Everything a large, modern car can offer in roominess is offered by the interior of the 220 S. Sit down on the back seat, take a good look around, and then decide which you like better, the quality of the pleasing upholstery material or its workmanship. How do you like the modern door coverings, the surrounding comfort and the large windows? Nothing is missing. You will see a wide shelf space back of the seat, ash trays and door pockets, arm rests and a practical hand rail over the doors on either side which runs the length of the car and has sliding clothes hooks. The lady can check her make-up in a small mirror on the right sunshade. Perhaps the finest thing the 220 S has to offer for you, is the atmosphere of the interior: brightness and harmony, solidity and representation.



Instead of the comfortable single front seats, which are easily adjusted for leg room, you can have a one-piece seat upon request, which sits three amply. An example of the thorough planning for your comfort in this car is the ventilation and heating system. For your convenience: one two-stage ventilation and defrosting blower, separate control levers on each side of the car for warm or cold air, two flaps for defrosting the front window panes, deflector panes for both front doors, and crank-type side windows. So, you have control of the temperature in winter or summer. You ride more pleasantly and feel sure – and that you should, in your 220 S.

## Renowned throughout the world

Your luggage in the trunk rides as comfortably and safely as you do. Over 17.6 cu. ft. (1/2 cbm) give you a generous choice of luggage. On special request a special set of luggage is delivered, planned expressly for full space utilization. The spare tire stands on the right side, which, along with the jack and tools, is easily accessible even if the trunk is full. When everything is packed you can begin your trip tranquilly – relaxed because you are sure. On this car so much has been done for your safety that you can trust it like a friend. Take a trip of 1 000 or 2 000 miles, make whatever demands you like upon your car, and it will maintain its composure. Heat or cold cannot effect it because the quality of the material and the workmanship are superior to all influences. The driving performance of this car with such a good reputation all over the world is justifiably the pride of its designers.

A standard back-up light is built into the left combination rear light. The license plate lighting is located in the two rear bumper guards.

Two large fog lights are part of standard equipment on the 220 S.

All four doors are closed by stable, tested, safety door locks. All doors may be locked from the inside and the front doors key-locked from the outside.

The fuel tank is protected by a lockable cap.





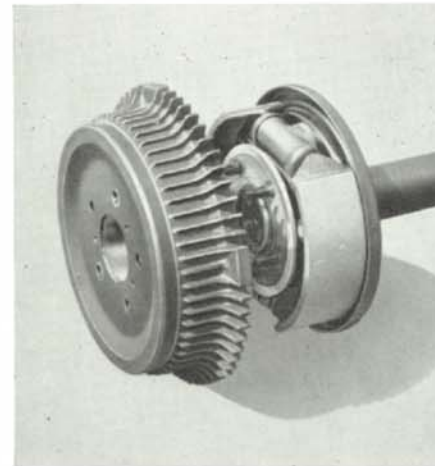
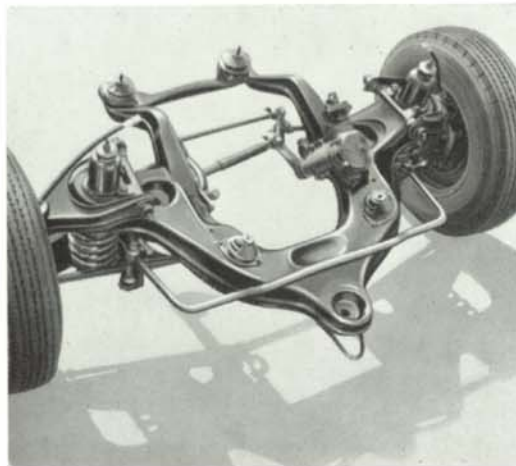
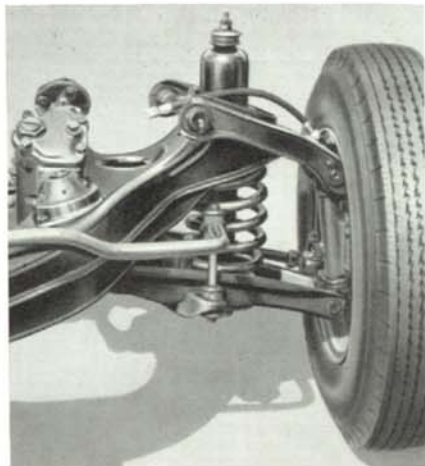


Naturally, you can also give this elegant touring car a personal note, through color choice, for example. Outside of the five standard colors you can, by special request, have any shade you choose. All you have to do is to present a sample of the color you would like and it becomes a reality. You almost have the effect of a convertible with an easy to hand sliding roof, available upon request. The basically solid construction of the 220 S permits an especially large sliding roof which doubles the pleasure of driving in summer or on beautiful winter days.



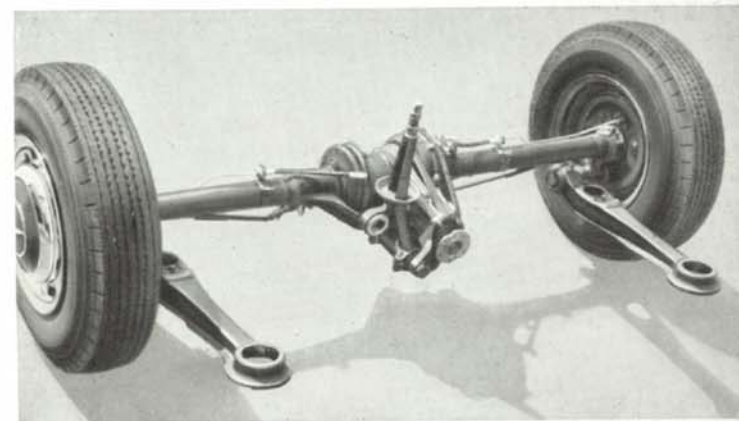






## Master of every road

An automobile's road holding prowess is dependent upon many factors. The relationship between tread and wheel base is just as important in this respect as the distribution of weight and point of gravity. Simply, a short test drive will demonstrate to you how well these problems have been met by the 220 S. This car's road holding and driving performance enjoy a special reputation in the specialists' world as well as with all automobile enthusiasts. These two factors have attained a high degree of harmony. The suspension of the 220 S is a precisely tuned system. The independent front wheel suspension has friction free coil springs and telescopic shock absorbers. A front torsion bar stabilizer holds the car in a horizontal position in curves. The rear Mercedes-Benz single joint swing axle considerably contributes to its road stability. The sub-frame, also a special Mercedes-Benz design, combines engine, transmission, steering and front wheel suspension into a single unit, which is mounted in the frame floor isolated from vibration. At all times you are master over the speed of your automobile because of the sensitive, yet energetic turbo brakes. The built-in booster brake facilitates operation and increases safety.

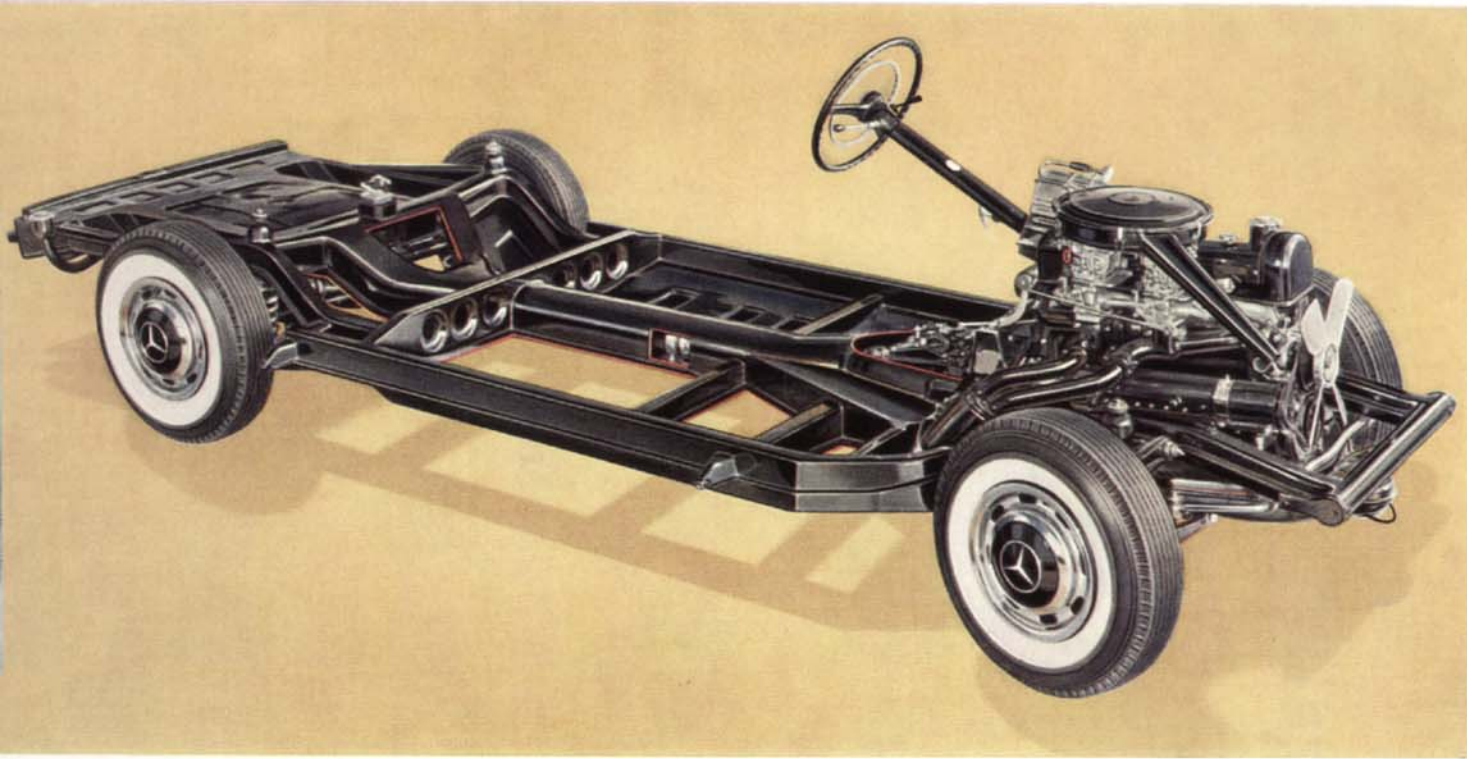


Each front wheel is independently suspended on double wish-bones, a system which considerably contributes to smoother driving even on bad roads.

The sub-frame - shown here without engine and transmission - is easily accessible for cost saving maintenance. Its design increases track holding of the front wheels and tends to dampen shock and noise.

Turbo cooling of the brake drum prevents any heating or blocking of the brakes. An automatic brake booster reduces foot pressure by approximately 50 percent.

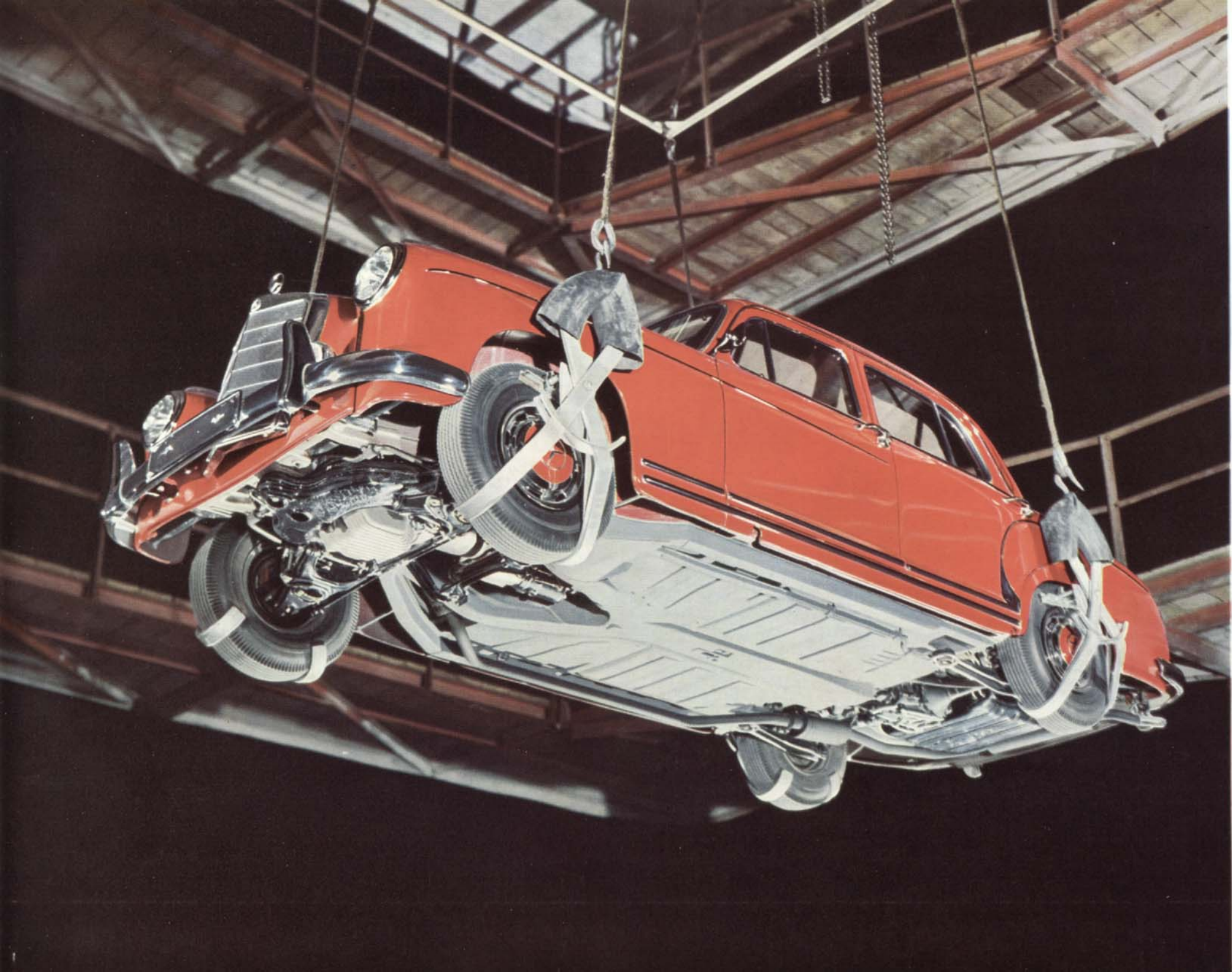
A low point of gravity and long, free swinging half axles are the noteworthy characteristics of the Mercedes-Benz' single joint swing axle. This design guarantees the car's safety in curves and wheel traction even on bad roads.



## Security based

Driving safety is one of the most pressing problems today. This is a question which not only vitally concerns the traffic experts but the automobile designers as well. The designers set themselves the task of making the car invincibly safe because driving safety is the best protection in all traffic situations. A glance at the cut-away model and at the underside of the car shows you the safety foundation of the 220 S. Seeing the construction of the frame floor unit would be an important assurance for you. A frame floor unit has been produced for the 220 S which is strong enough in itself to resist all stresses. In addition, the stable, all-steel body is welded to the frame floor, compounding a single self-supporting unit. That means a great safety reserve. The frame floor unit is composed of a separate central beam, powerful longitudinal and cross members, welded to a sheet metal bottom. It cannot twist and is extended over the full length and width of the car. The high fixed value and reliability of the 220 S rests to a large extent upon this design, which means protection for you and safety for your car.





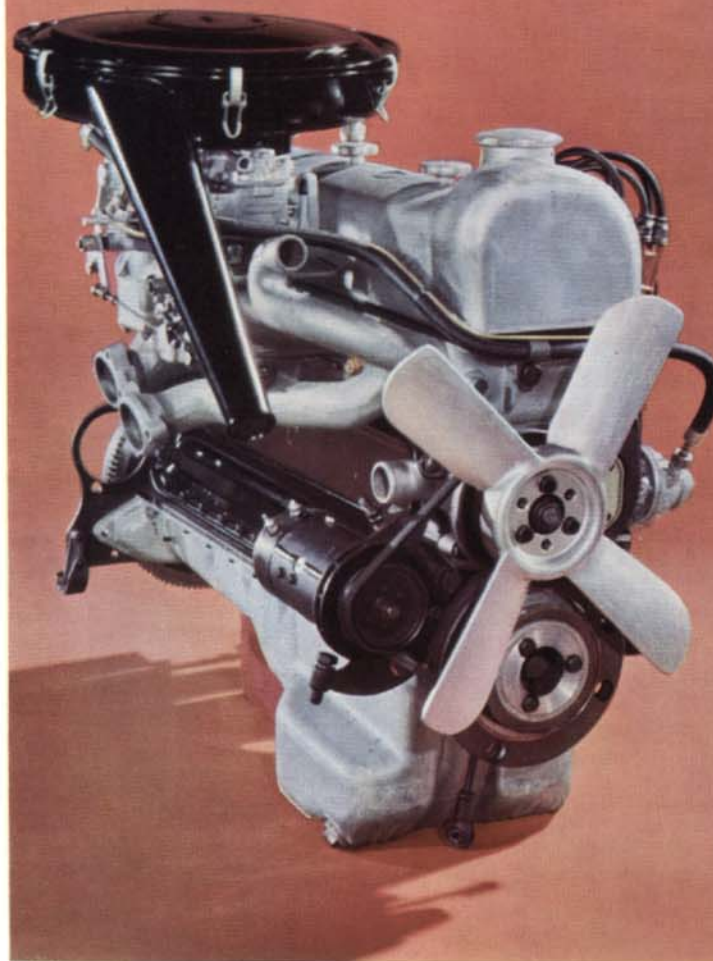






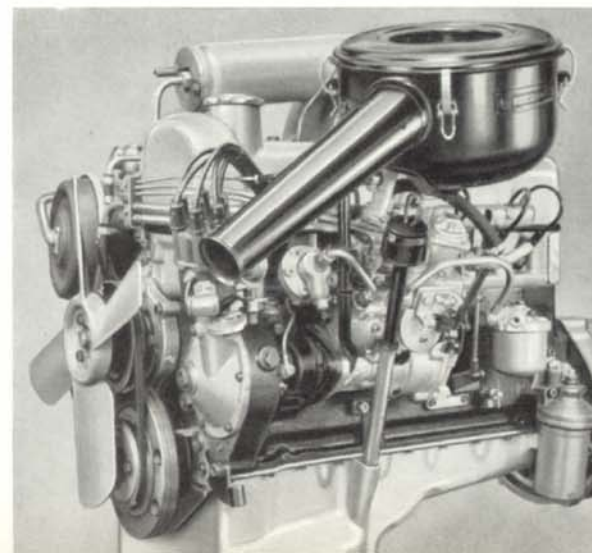
## According to your temperament

Such demands as steep passes up and down again, heavy city traffic, or high speed sustained for hours along the highway, require an engine as strong as it is reliable; as enduring as it is flexible. The 220 S has such an engine; it has proved itself for years and in thousands of kinds of services. The modern, OHV short-stroke engine has 120 HP. But, these 120 HP work so quietly that sometimes you must actually listen closely to know whether or not the engine is running. Moreover, this high-output, flexible engine proves its economy. The effective carburetor system consisting of two 2-barrel downdraft carburetors – the second barrel automatically switches on for greater demands – supply the engine precisely and economically with fuel. A thermostatically controlled cooling system increases the long life span of this strong and reliable engine which gives the 220 S its high powered temperament. Because of this high output engine the Mercedes-Benz 220 S has become a symbol of master craftsmanship in automobile engineering.



### With injection engine: 220 SE

If you prefer still sportier driving you should decide to get the new engine with intermittent suction pipe injection. You can have it delivered upon special request against extra cost. However, a subsequent installation cannot be effected. This high-spirited injection engine has an output of 115 PS at a torque of 19 mkg. In comparison to its high performance its consumption rate is very favorable.



# SPECIFICATIONS

## TYPE 220 S

### Engine

Number of cylinders	6
Bore/stroke	3 <sup>5</sup> / <sub>32</sub> /2 <sup>7</sup> / <sub>8</sub> in. (80/72.8 mm)
Total piston displacement	133.9 cu. in. (2,195 c.c.)
Engine output acc. to SAE	120 gr. HP/5,200 r.p.m.
Speed at 62 m.p.h. (100 km/h)	3,470 r.p.m.
Maximum speed	6,000 r.p.m.
Compression	8,7 : 1
Capacity of cooling system	
with heating	approx. 2.5 Imp. gal./3 US gal. (11.3 lit.)
Oil capacity of crankcase	
max./min.	10.5/6.2 Imp. pt./12.6/7.4 US pt. (6/3.5 lit.)
Oil cooling	oil water heat exchanger

### Driving data

Max. speed in	
1st gear	30 m.p.h. (49 km/h)
2nd gear	47 m.p.h. (76 km/h)
3rd gear	74 m.p.h. (119 km/h)
4th gear	approx. 100 m.p.h. (160 km/h)
Climbing ability in	
1st gear	1 in 2.2 (55 %)
2nd gear	1 in 3.3 (31.5 %)
3rd gear	1 in 5.6 (18.5 %)
4th gear	1 in 9.5 (10.6 %)

### Fuel

Fuel consumption during average highway driving	
with mech. clutch	31.4—23.5 m.p. Imp. gals.
	26—19.5 m.p. US gals. (9 to 12 lit./100 km)
with hydr.-automatic clutch	30.5—22.5 m.p. Imp. gals.
	25.3—18.8 m.p. US gals. (9.3 to 12.5 lit./100 km)
Fuel consumption*	
with mech. clutch	26.3 m.p. Imp. gals.
	22 m.p. US gals. (10.7 lit./100 km)

with autom.-hydraulic clutch	26 m.p. Imp. gals.
	21.5 m.p. US gals. (10.9 lit./100 km)
	measured at 68 m.p.h. = 110 km/h
Tank capacity	14 Imp. gals./16.9 US gals. (64 lit.)
incl. reserve	approx. 1.2 Imp. gal. 1.4 US gal. (5.5 lit.) (reserve cock)

### Chassis

Transmission	DB baulked synchromesh four-gear transmission, steering column gear shift
Clutch	single-plate dry clutch, upon request hydraulic automatic Daimler-Benz-clutch
Rear axle ratio	4.10 : 1
Tire size	6.70—13 sports type
Battery	12 volts 56 a.h.
Braking system	hydraulic brake with "Ate" booster brake T 50/12, turbo cooling, brake shoes with automatic readjustment
Steering	DB recirculating ball type system with automatic readjustment and steering shock absorber
Rear axle	single-joint swing axle with low pivot point, hypoid gearing

### Dimensions/Weights

Maximum length	187 in. (4,750 mm)
Maximum width	68 <sup>1</sup> / <sub>2</sub> in. (1,740 mm)
Maximum height, unloaded	approx. 61 <sup>3</sup> / <sub>8</sub> in. (1,560 mm)
Wheelbase	111 in. (2,820 mm)
Track, front	56 <sup>5</sup> / <sub>16</sub> in. (1,430 mm)
Track, rear	57 <sup>7</sup> / <sub>8</sub> in. (1,470 mm)
Ground clearance,	
2 occupants	approx. 8 <sup>1</sup> / <sub>2</sub> in. (215 mm)
Turning circle dia.	approx. 36 ft. (11 m)

Curb weight with spare wheel and tools	with mech. clutch 2,920 lbs. (1,325 kg)
	with hydr.-automatic clutch 2,950 lbs. (1,340 kg)
Permissible total weight	3,940 lbs. (1,790 kg)
Payload	with mech. clutch 1,020 lbs. (465 kg)
	with hydr.-automatic clutch 990 lbs. (450 kg)

## TYPE 220 SE

Engine output SAE*	130 gr HP/5000 n
Climbing ability	Max. speed
in 1st gear 1 in. 1.95 (60 <sup>0</sup> / <sub>0</sub> )	30 m.p.h. (49 km/h)
2nd gear 1 in. 3.1 (34 <sup>0</sup> / <sub>0</sub> )	47 m.p.h. (76 km/h)
3rd gear 1 in. 5.4 (19 <sup>0</sup> / <sub>0</sub> )	74 m.p.h. (119 km/h)
4th gear 1 in. 9.4 (10.7 <sup>0</sup> / <sub>0</sub> )	appr. 100 m.p.h. (160 km/h)
Fuel consumption on average overland trips	
with mech. clutch	32 <sup>1</sup> / <sub>2</sub> —23 <sup>1</sup> / <sub>2</sub> m.p. Imp. gals.
	27—19 <sup>1</sup> / <sub>2</sub> m.p. US gals. = 8,7—12 lit./100 km
with hydr.-automatic clutch	31 <sup>1</sup> / <sub>2</sub> —22 <sup>1</sup> / <sub>2</sub> m.p. Imp. gals.
	26—18 <sup>3</sup> / <sub>4</sub> m.p. US gals. = 9,3—12,5 lit./100 km
Fuel consumption*	
with mech. clutch	26 <sup>1</sup> / <sub>8</sub> m.p. Imp. gals.
	22 m.p. US gals. (10.7 lit./100 km)
with hydr.-automatic clutch	25 <sup>7</sup> / <sub>8</sub> m.p. Imp. gals.
	21 <sup>1</sup> / <sub>2</sub> m.p. US gals. (10.9 lit./100 km)
	measured at 68 m.p.h. = 110 km/h
Tank capacity	13.6 Imp. gals./16.4 US gals.
Reserve	1.2 Imp. gal./1.45 US gal.
Curb weight with spare wheel and tools	with mech. clutch 2,965 lbs.
	with hydr.-automatic clutch 3,000 lbs.
Permissible total weight	3,990 lbs.

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

Design and equipment subject to modifications.





