

MERCEDES-BENZ TYPE 220



With the manoeuvrability of a sports car, the "Type 220" can easily climb narrow winding mountain passes. It answers readily to the slightest touch on the wheel and never loses its grip on the road. Being so exceptionally road-worthy, to drive this car even over difficult and bad roads is neither strenuous nor tiring.



... as seen from





220



all angles

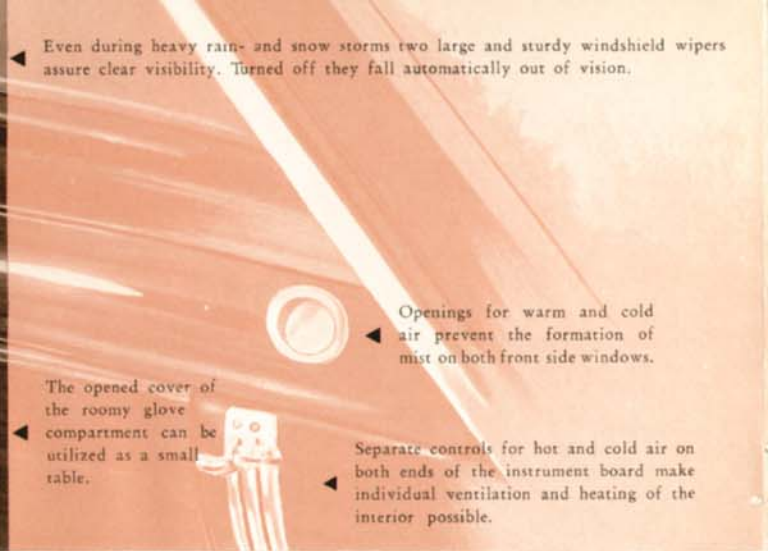


Elegant in its lines

The "Type 220" is exquisitely and tastefully designed to satisfy the high requirements of the connoisseur. The traditional Mercedes-Benz radiator – a splendid combination of utility and beauty – has been harmoniously incorporated in the modern spacious body. The elegant lines, with the accent on the horizontal, give the car a long and low-slung appearance. Low wind resistance through effective streamlining reduces considerably power consumption and increases thereby the car's reserve of power. The technical foundation of this well-designed body lies in a combination of great rigidity of the superstructure and the use of a combined frame-floor unit. The new "Type 220" thus ensures above all utmost safety and its fine performance and the luxurious appointments make it worthy to be placed in the top rank of its class.

In back of your "Type 220" stands the oldest car factory of the world





Even during heavy rain- and snow storms two large and sturdy windshield wipers assure clear visibility. Turned off they fall automatically out of vision.

Openings for warm and cold air prevent the formation of mist on both front side windows.

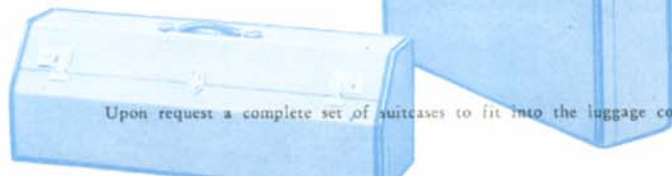
The opened cover of the roomy glove compartment can be utilized as a small table.

Separate controls for hot and cold air on both ends of the instrument board make individual ventilation and heating of the interior possible.

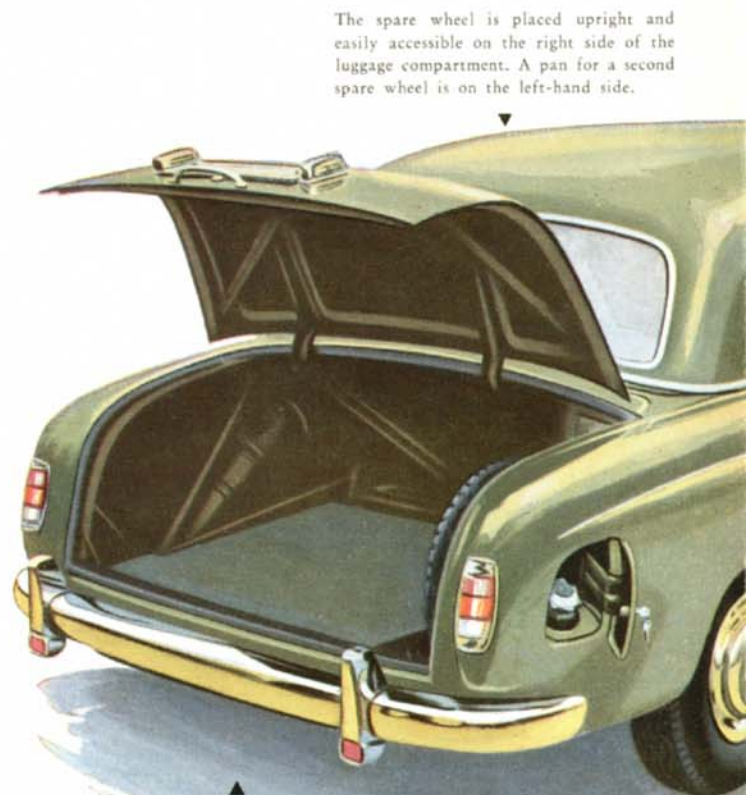
One glance suffices

to read the modern combined instruments. They are set in the upper part of the instrument panel in direct line of the driver's vision and thereby, without losing sight of the road even at high speed, it is possible to keep the car under constant control. The easy-to-read indicator- and control instruments for speedometer, daily mileage recorder, oil pressure, fuel supply, ammeter, thermostat, headlights, blink lights for the direction indicator and the choke are arranged side by side beneath the newly designed speedometer which, for better reading, has a horizontal scale now. The instrument board of highly polished wood tends to give the interior an air of unobtrusive elegance. In its center, next to the instrument panel and the control knobs, there is an electric clock, while a spacious glove compartment has been set into its right side. Another but smaller one is on the left side. The large curved windshield affords the best possible view of the road. Easily operated controls complete the picture of the interior layout which is a masterpiece of expediency and simplicity assuring the driver absolute safety in traffic. Even such welcome little features – so greatly appreciated by every driver – as the combined ring for the horn and the blink lights of the direction indicator which the driver can operate without having to take his hands off the steering wheel, may be of vital importance in a decisive moment.

Type **220** with a luggage compartment for long distance-touring



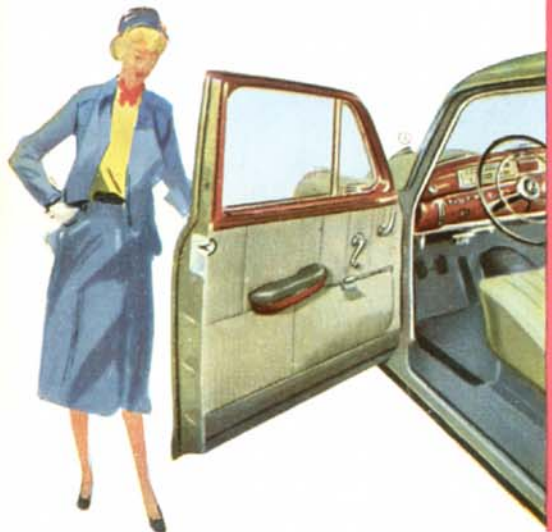
Upon request a complete set of suitcases to fit into the luggage compartment can be obtained at extra cost.



The spare wheel is placed upright and easily accessible on the right side of the luggage compartment. A pan for a second spare wheel is on the left-hand side.

Each of the combined rear lamp housings comprises a tail light, a stop light, a blink light for the direction indicator, and a parking light. In addition to those there is a powerful bulb in the left lamp which lights automatically when the car is driven backwards. The current-saving front and rear parking lights can be turned on either on the right, or on the left, or on both sides.

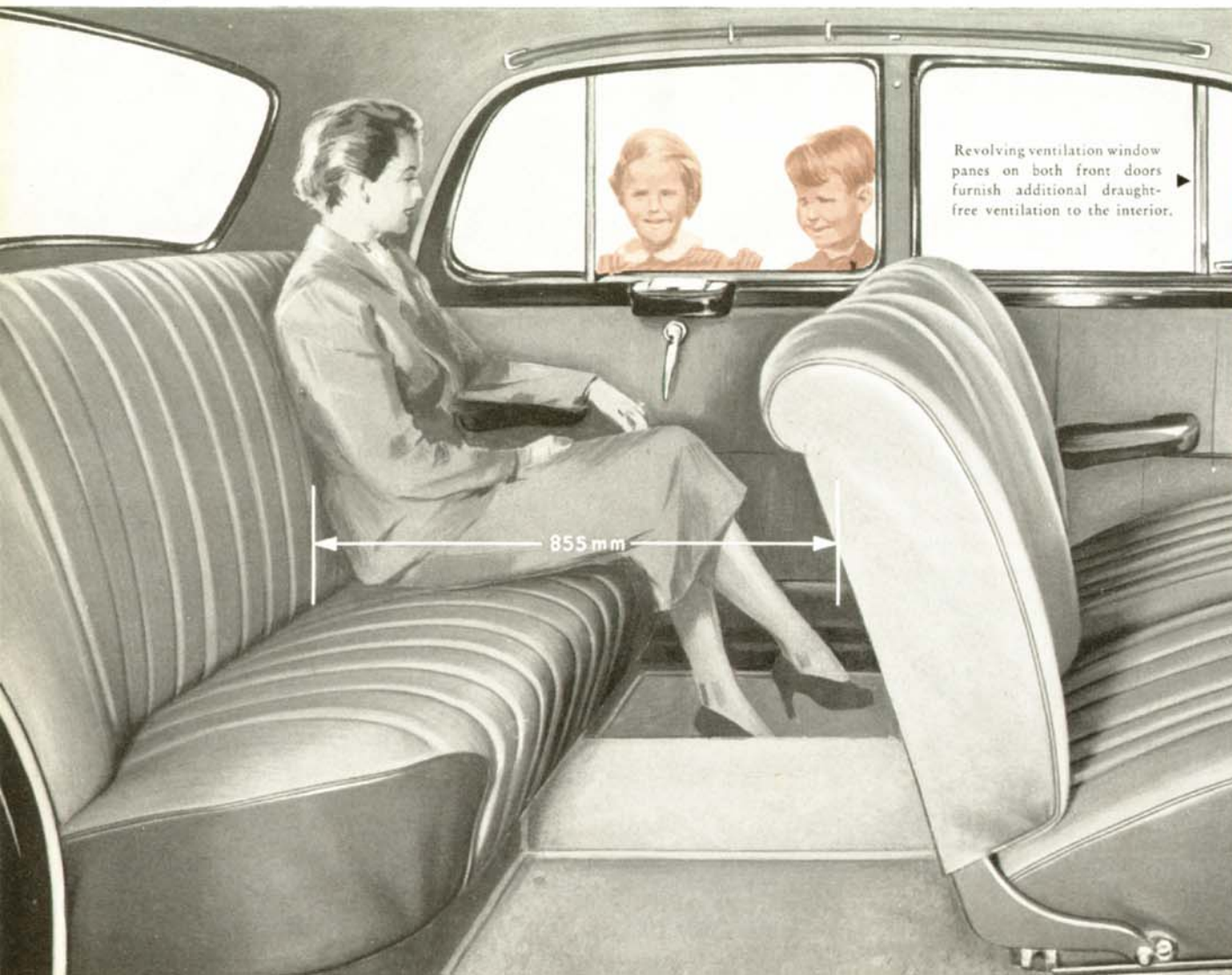
A cover fitted with lock and key safeguards the filler cap of the fuel tank from unauthorized interference.



The wide doors hinged at the front are opened by means of push buttons. The left front door can be locked from the outside while the other three doors are bolted inside. All locks are so constructed that the doors cannot possibly swing open by themselves while the car is in motion.



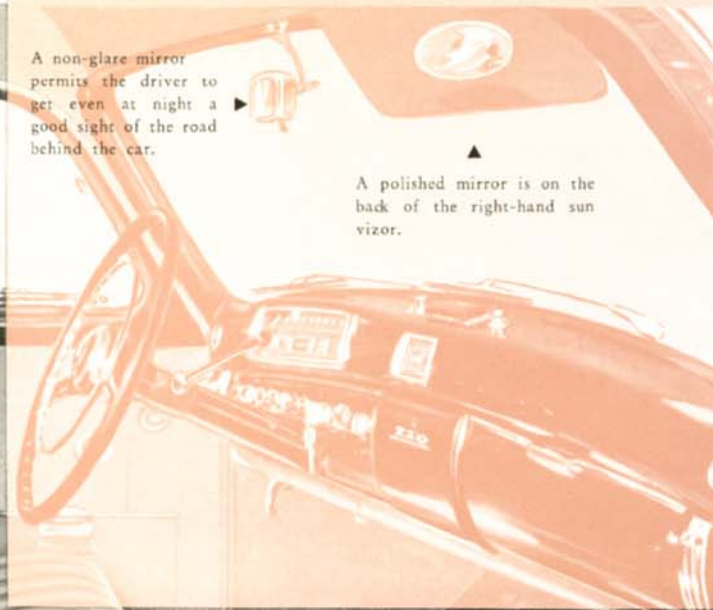
Both, driver and passengers, are surrounded by an air of comfort in the new "Type 220". Softly upholstered seat cushions—a one-piece cushioning for the front seat may be furnished without extra charge—provide comfortable accommodations for 5 to 6 people. The spacious leg room enables occupants to sit at ease and, combined with the excellent riding qualities, it is a real pleasure to travel even over long distances. Numerous little conveniences of this exquisitely equipped car heighten the joy of ownership. There are four arm rests, one side pocket on each of the front doors, two lamps for interior lighting, two sun vizors, two hand rails with hooks for clothing mounted above the rear windows, three ash trays, and an electric cigar lighter on the instrument panel. All tend to offer the comforts of a large touring car.



Revolving ventilation window panes on both front doors furnish additional draught-free ventilation to the interior.

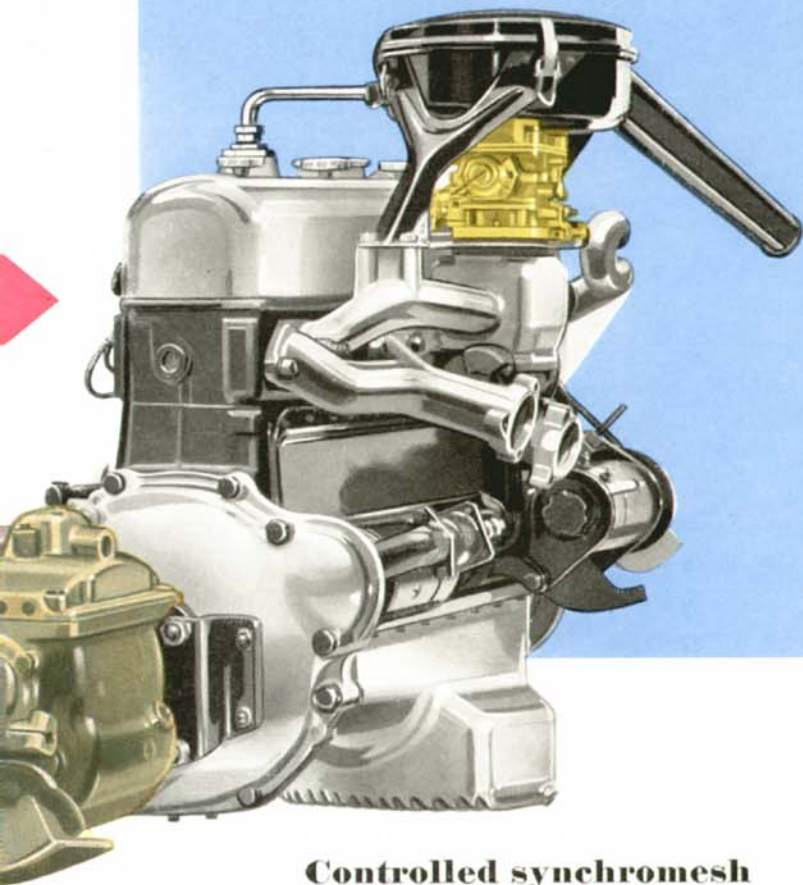
A non-glare mirror permits the driver to get even at night a good sight of the road behind the car.

A polished mirror is on the back of the right-hand sun vizor.



92 HP

are effectively available at the clutch of the car. Many of the experiences gained through the Mercedes-Benz racing sports cars, "Type 300 SL", are incorporated in this modern and highly efficient short-stroke engine with a light metal cylinder head. Large valve cross sections together with the arched combustion chamber cause an intensive swirling motion of the fuel mixture, a procedure which, in spite of increasing the engine efficiency, attains the remarkable low fuel consumption of 28.8 m/Imp. gal. or 24 m/US gal. (9.8 ltrs./100 km). A special feature of this engine is its high elasticity in all speed ranges. By keeping the valve mechanism to a minimum the overhead camshaft assures with highest precision the accurate timing for the opening and closing of the valves, a fact of utmost importance to gain maximum engine output. Camshaft and an auxiliary shaft are driven noiselessly by a Duplex chain which is adjustable by an automatic oil hydraulic device. The great durability of this power unit may be attributed to its efficient thermostatically controlled cooling system with a built-in oil heat exchanger. Thereby the most favourable working temperature is assured quickly and maintained constantly, a fact reducing decisively wear and tear of the engine.



Controlled synchromesh

The controlled synchromesh 4-speed transmission is easy to shift and combines the merits of a 3-speed transmission with the technical advantages of a 4-stage reduction. The ratio of the third speed is so calculated that under normal driving conditions, as with a 3-speed transmission, the driver has to shift only between the 2 high gears while the second speed is especially designed for hill climbing.

Up the hill with the Type

220

With great buoyancy and

high elasticity the

"Type 220" adapts

itself easily to

changing up-grades.

Under all strains

and stresses the

well-graded ranges

of gear ratios

assure the most

economical utilization

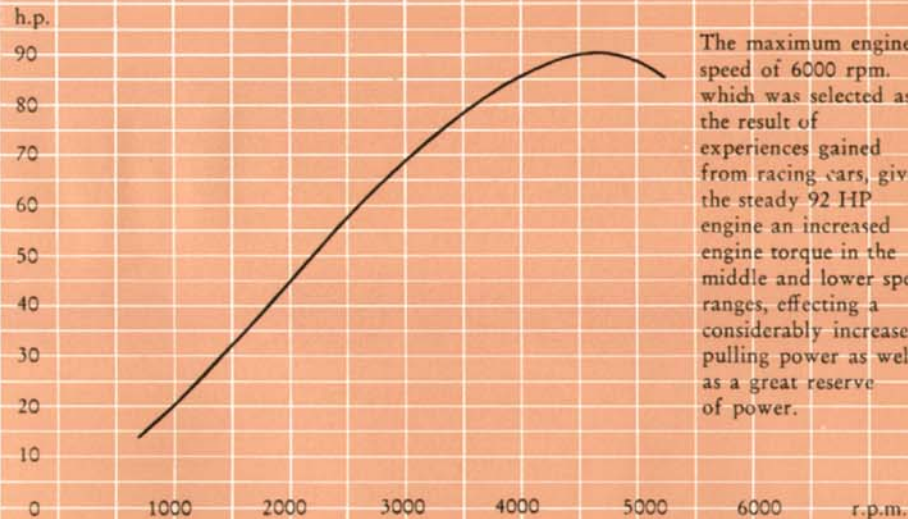
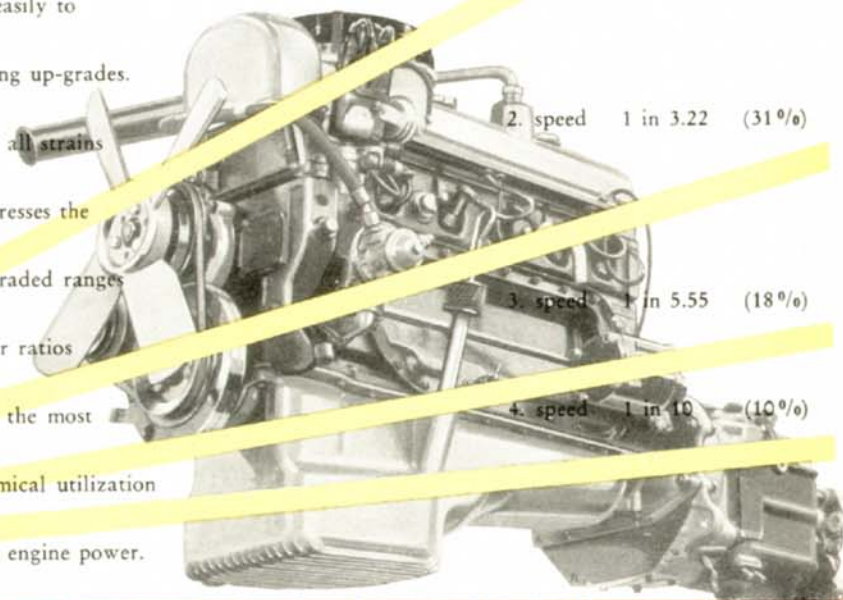
of the engine power.

1. speed 1 in 1.92 (52%)

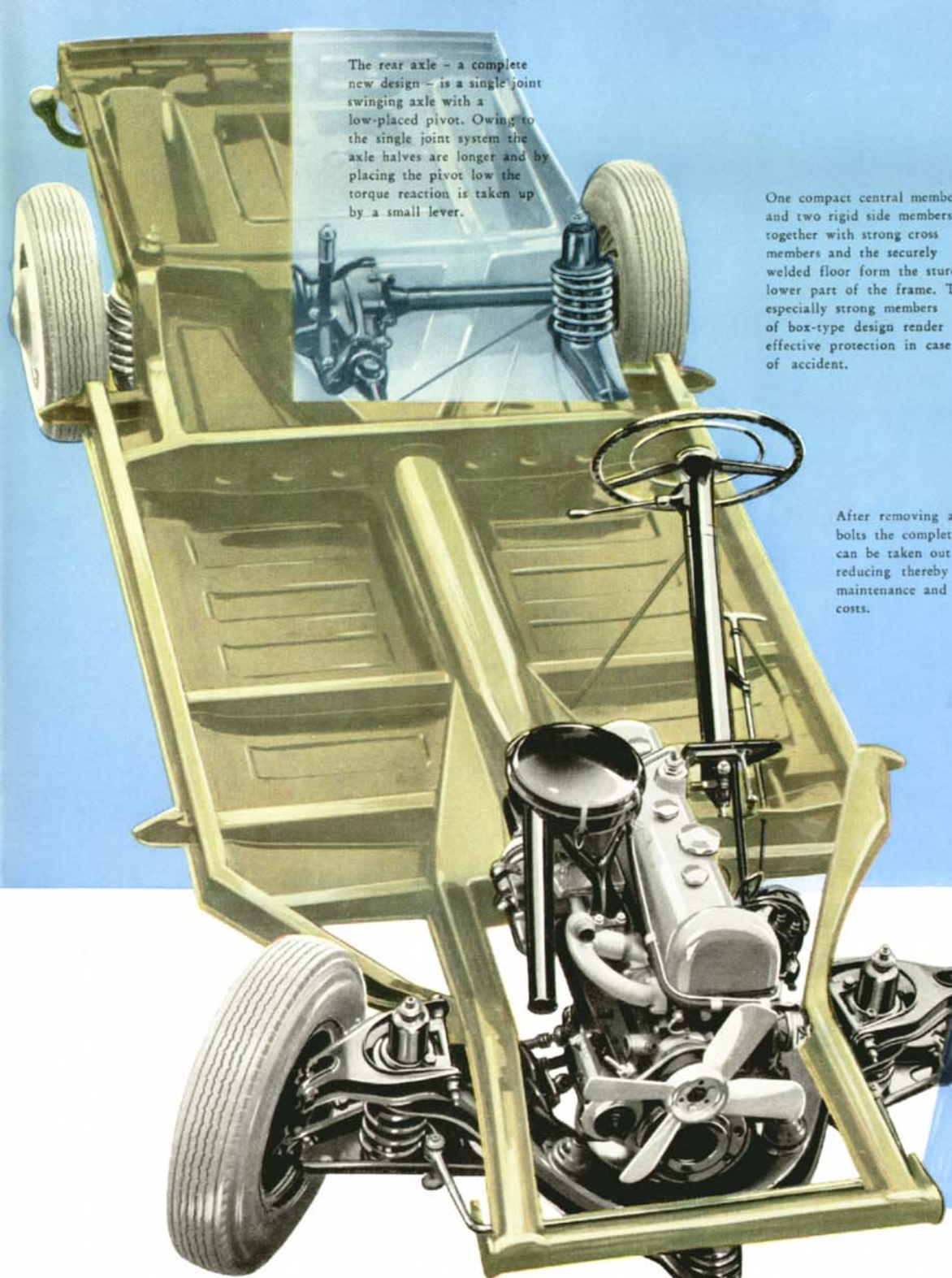
2. speed 1 in 3.22 (31%)

3. speed 1 in 5.55 (18%)

4. speed 1 in 10 (10%)



The maximum engine speed of 6000 rpm. which was selected as the result of experiences gained from racing cars, gives the steady 92 HP engine an increased engine torque in the middle and lower speed ranges, effecting a considerably increased pulling power as well as a great reserve of power.



The rear axle - a complete new design - is a single joint swinging axle with a low-placed pivot. Owing to the single joint system the axle halves are longer and by placing the pivot low the torque reaction is taken up by a small lever.

One compact central member and two rigid side members together with strong cross members and the securely welded floor form the sturdy lower part of the frame. Two especially strong members of box-type design render effective protection in case of accident.

After removing a few support bolts the complete sub-frame can be taken out to the front, reducing thereby considerably maintenance and repair costs.

In the new Mercedes-Benz "Type 220" substantial technical improvements have been incorporated which add to a great extent to the driving comfort and, above all, to the driving safety. The combined frame and floor unit gives the car rigidity and a high resistance to torsion, an achievement gained by making use of all possible structural improvements. A technical development of particular interest is the sub-frame on which the complete front wheel assemblies including, coil springs and telescopic shock absorbers are mounted. Thereby correct front wheel alignment is obtained which results in an excellent road holding quality on the straight way as well as on curves with the least tire wear. The sub-frame which also supports the engine and transmission assembly is connected with the frame-floor unit on three places. By means of large life rubber cushionings the transfer of vibrations to the body is eliminated.

Special attention has been given to an effective ventilation and heating system. Wholly independent from weather conditions it assures a pleasant temperature inside of the car. Its operation has been made possible to both, driver and passenger, by placing a switch on each end of the instrument panel. The pressure inside of the car built up by the incoming stream of fresh air causes to rapidly renew the air within and prevents the settling of dust. The defroster guarantees a constant clear visibility of the windshield as well as both front side windows. Upon special request a blower can be installed on both sides of the air ducts permitting to ventilate and heat the car even when it is not in motion.



STOP

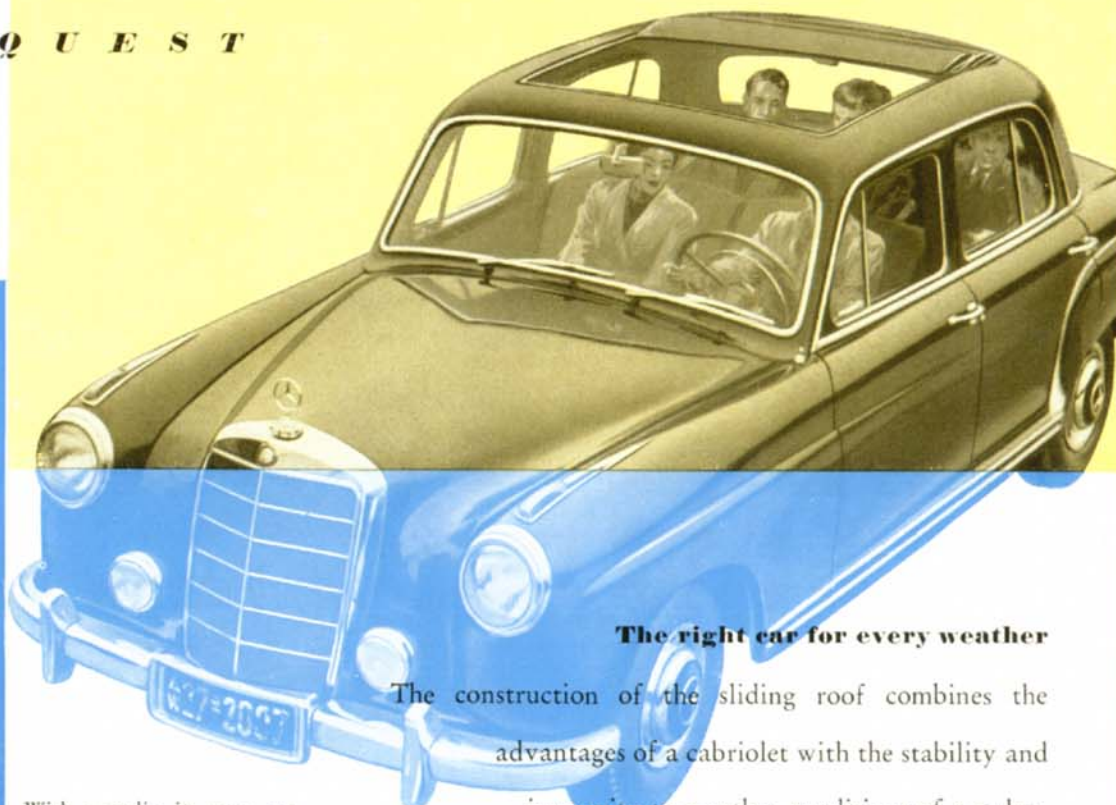
The exceptional powerful and self-adjusting brakes make this fast and dynamic car unusually safe in traffic. By means of turbo-cooled brake drums an overheating of brakes - even when applied hard and long - is eliminated and an efficiency of astounding degree is absolutely assured.



U P O N R E Q U E S T

TYPE

220



The right car for every weather

The construction of the sliding roof combines the advantages of a cabriolet with the stability and immunity to weather conditions of a sedan.

With one movement of your hand the roof can be opened as well as closed. An unimpeded view of clouds and mountains makes riding in this car a real pleasure during summer months.

With a radio in your car you will never feel lonely. It shortens long hours on the road by providing pleasant entertainment. The sonorous and static-proof reception becomes all the more evident by the quiet run of the engine.

T E C H N I C A L D A T A

Number of cylinders	6
Bore/stroke	3 ¹¹ / ₁₆ "/2 ⁵ / ₁₆ " (80/72.8 mm)
Cubic capacity, effective	133.949 cu.ins. (2.195 c.c.)
Compression ratio	1 : 7.5
Engine output (SAE standards)*	92 HP/4,800 rpm.
Maximum engine speed	6,000 rpm.
Normal fuel consumption**	28.8 m.p./Imp.gal. or 24 m.p./US gal. (9.8 ltr./100 km)
Firing order	1-5-3-6-2-4
Capacity of the cooling system with Daimler-Benz heater	19.8 Imp. pints or 23.9 US pints (11.3 ltrs.)
Oil capacity of the crankcase	max./min. 9.5/6.2 Imp. pints or 12.6/7.4 pints (6/3.5 ltr.)
Climbing capacity in 1st gear	1 in 1.92 (52% ^o)
in 2nd gear	1 in 3.22 (31% ^o)
in 3rd gear	1 in 5.55 (18% ^o)
in 4th gear	1 in 10 (10% ^o)
Maximum speed in 1st gear	28 m.p.h. (45 km/h)
in 2nd gear	42.25 m.p.h. (68 km/h)
in 3rd gear	68.7 m.p.h. (110 km/h)
in 4th gear	approx. 93.7 m.p.h. (150 km/h)
Tires	6.70-13
Battery	12 volt, 42 amp/h.
Rear axle	single joint swinging axle with hypoid bevel gear
Brakes	brake drums with turbo-cooled self-adjusting brake shoes, front and rear
Overall length of car	15' 5 ¹ / ₂ " (4715 mm)
Overall width of car	5' 8 ¹ / ₂ " (1740 mm)
Overall height of car, unloaded	5' 1 ¹ / ₂ " (1560 mm)
Wheelbase	9' 3" (2820 mm)
Wheel track, front	4' 8 ¹ / ₄ " (1430 mm)
rear	4' 9 ¹ / ₄ " (1470 mm)
Ground clearance, loaded with 2 passengers	8 ¹ / ₂ " (215 mm)
fully loaded	6 ³ / ₈ " (162 mm)
Turning circle	approx. 36' (11 m)
Fuel tank capacity	14.3 Imp. gals. or 17.2 US gals. (65 ltrs.)
- reserve tank	1.1 Imp. gals. or 1.32 US gals. (5 ltrs.)
Lubricating oil consumption	235 m/Imp. pint or 196 m/US pint (0.15 ltr./100 km)
Octane rating of fuel	Commercial fuel with at least 78 octane according to engine method (e.g. super fuel)
Curb weight of car	2,756 lbs. (1,250 kg)

* When determining the output figure in gross-horsepowers no consideration has been taken of auxiliary units not required for engine operation.

** Determined at 2/3 maximum speed with a deduction of 10 per cent. Subject to changes in specifications, design, and equipment.

Mercedes-Benz service is as excellent as the car itself



DAIMLER - BENZ AKTIENGESELLSCHAFT

STUTTGART - U N T E R T Ü R K H E I M