

MERCEDES-BENZ *Type 220 S*

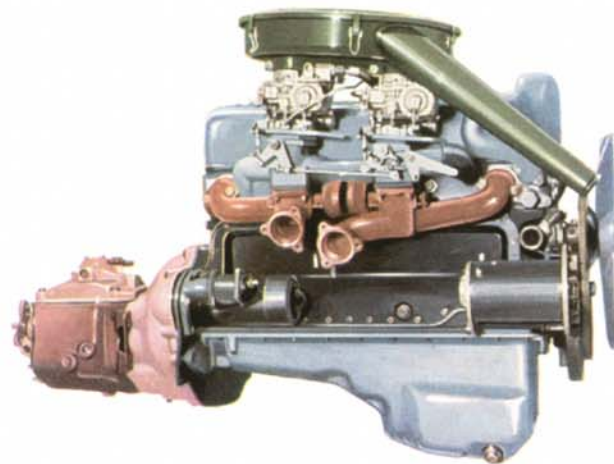


Power, Comfort, and Safety happily combined

There is newness in every sparkling model – sumptuous beauty inside and out, comfort and performance that leave nothing to be desired. And so it is also with the new 1956 Mercedes-Benz 220 S, a car of stunning beauty with the riding and interior comfort of a large sedan and the excellent performance and liveliness of a sports car. With all the speed the powerful 112 h. p. six-cylinder engine is capable of giving, the car maintains in every weather and under all road conditions that road-hugging heft which makes it easy and safe to keep it under control. And its eager-lined styling tells already how fast and yet comfortable you can cover even the longest distances. The exquisiteness of its lovely interior appointments gives vivid proof of how much thought and care was devoted to every single detail contributing to really delightful riding. And special attention was paid to make the “220 S” really safe. The unitized frame-floor construction, the sub-frame, the single-joint swing axle, and the servo-assisted turbo-cooled brakes are advanced engineering features of life-saving safety which impart with every mile that blissful feeling of utter security.



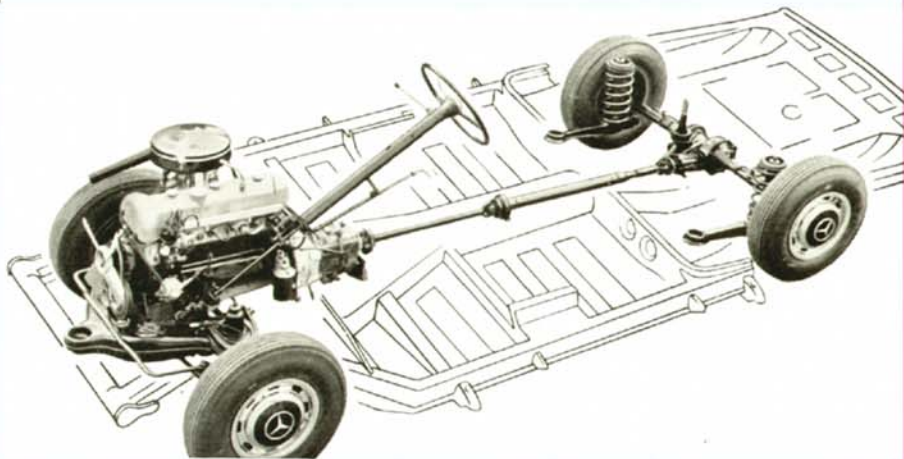
112 h.p. are developed by the extremely flexible and responsive six-cylinder short-stroke o.h.c. engine. Two downdraft 2-barrel carburetors give this precision-machined power plant that extra efficiency, extra liveliness, and zip you appreciate especially in passing and difficult situations. The second stage of the carburetor is automatically activated under high engine stress, which contributes vitally to the car's fuel-saving economy. The top speed attainable lies very close to the 100 m.p.h. mark.





And stepping into the luxurious interior, you find all the comfort and conveniences you expect of a car of its class. There is ample room for five full-grown adults with two individual front seats and six can comfortably be accommodated with a full-width bench in the front. Interior trim and all fixtures are exceedingly tasteful in quality, color combination, and design. Wide, soft arm rests on all four doors, two interior lights, two sun visors, and rails with sliding cloth hooks fitted above both rear side windows, three ash receivers, and a cigar lighter, all contribute to give the "220 S" that atmosphere of charm and coziness so desirable for really delightful and relaxing riding comfort. And the instrument panel - it's of highly polished precious wood and beautiful to look at. All instruments and controls are neatly grouped in direct line of the driver's vision and easy to read and to manipulate. The heating and ventilating system can be controlled on both sides of the instrument board and fresh cool or warm air is making life pleasant in your "220 S". An electric blower,

built into the heating system to air-condition the interior while the car is standing still, is now standard equipment. It has, indeed, healthful all-weather comfort throughout the year. And for your luggage there is that giant-size trunk compartment. It's so big that it provides generous room for all the luggage and other things you'll want to take on your trip, yes, even on a longer holiday trip. The unitized frame-floor construction for live-saving safety and rugged durability is a wonder to behold. A strong box-type center member, two longitudinal, and several cross members, welded with the reinforcing steel floor into one torsionally rigid, integral unit, make up the sturdy frame-floor construction which assures unusually high protection and safety in every situation. It eliminates also needless weight and you will never hear body-bolt squeaks or rattles that have annoyed you in cars of conventional build. The sub-frame, another construction of great interest, combines in one compact aggregate the engine with transmission, the complete front suspension with springs and wheels, and



the steering assembly. The aggregate is cushion-mounted on three points to the unitized frame-floor and can be taken out as well as reinstalled in one unit through the front. And there is the single-joint swing axle, by whose low-pivot design rough roads and sharp curves have lost their menacing dangers. Riding qualities and road adhesion at high rates of speed have taken on a new meaning and tightest turns can now be driven with glue-footed safety. Brakes are of unusual efficiency. They are turbo-cooled, self-energizing, and fitted with a vacuum servo assist for less pedal pressure. With a slight toe touch you can bring your car gently but surely to a soft gliding halt or a swift sure stop. Yes, power, comfort, and safety are truly happily combined in this new and brilliant Mercedes-Benz 220 S.

SPECIFICATIONS

Engine

Type	Short-stroke 6-cylinder engine with overhead camshaft
Bore - Stroke	3 3/32 ins. - 2 7/8 ins.
Total piston displacement	133.9 cu. ins.
Horsepower (SAE)*	112 b.h.p. at 5000 r.p.m.
Engine revolution at 100 km/h (62 m.p.h.)	3470 r.p.m.
Maximum engine revolution	6000 r.p.m.
Compression ratio	7.6 to 1
Firing order	1-5-3-6-2-4
Carburetion	2 Solex two-barrel carburetors, Model 32 PAJTA
Oil cooling	oil-water heat exchanger
Capacity of crankcase, max./min.	10.5/6.2 Imp. pt. = 5.4/3.2 US qt.
Capacity of cooling system, incl. heater, approx.	19.9 Imp. pt. = 11.9 US qt.

Driving Data

Maximum speed in	1st gear	30 m.p.h.
	2nd gear	47 m.p.h.
	3rd gear	74 m.p.h.
	4th gear	approx. 100 m.p.h.
Climbing ability in	1st gear	52 %
	2nd gear	30 %
	3rd gear	18 %
	4th gear	10.5 %

Gasoline and Oil Consumption

Standard fuel consumption	29.4 m/Imp. gal. = 24.5 m/US gal.
Octane rating of fuel	commercial super fuel with a minimum rating of 86
Oil consumption	235.5 m/Imp. pt. = 392.0 m/US qt.

Chassis

Suspension, front	coil springs; double-acting telescopic shock absorbers; sway eliminator bar
Suspension, rear	coil springs; double-acting telescopic shock absorbers
Rear axle	DB single-joint swing axle with low pivot, hypoid gearing
Rear axle ratio	4.10 to 1
Transmission	DB fully synchronized 4-speed transmission with steering column gear shift
Steering	DB recirculating ball-type steering with self-adjustment and steering shock absorber
Brakes	hydraulic brakes with ATE vacuum servo brake assist, spec. turbo-cooled brake drums, and self-energizing brake shoes
Capacity of fuel tank	14.1 Imp. gal. = 16.9 US gal. incl. spare supply, approx. 1.2 Imp. gal. = 1.5 US gal.
Size of rims	5 K x 13
Size of tires	6.70 x 13 Rekord
Battery	12 volt, 56 amp./h

Dimensions and Weights

Overall length	185 1/2 ins.
Overall width	68 1/2 ins.
Overall height, unloaded	61 7/8 ins.
Wheelbase	111 ins.
Tread, front	56 1/4 ins.
Tread, rear	57 1/8 ins.
Ground clearance with 2 people, approx.	8 1/2 ins.
Turning circle, approx.	36 ft.
Dry weight	2,735 lbs.
Curb weight	2,955 lbs.
Maximum total weight	3,945 lbs.

* In determining the output in b.h.p., the power to operate auxiliary units not required for engine operation is not taken into consideration.

** Determined at 2/3 of maximum speed less ten per cent. Daimler-Benz, whose policy is one of continuous improvement, reserve the right to change designs, specifications, and equipment at any time without notice and without incurring obligation.



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