

# Ponton Buyer's Checklist

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## Under the Hood:

- Does the engine turn?
- Look for original stickers inside engine components on radiator, valve cover and other components. These stickers are usually absent on all but the cars that have been through a recent restoration.
- Check the shelf that the battery and brake booster (if present) sit on.
- Look inside valve cover through oil filter cap to see condition of cams, rockers, and retainer components.
- Check condition of fluids: brake, oil, coolant, transmission.
- Do the carburetors leak? The Type 220S six cylinder engines have two Solex carburetors. All other gasoline engines in the range (except the Type 220SE Bosch fuel injected engine) had one Solex carburetor.
- What is the type and condition of the air filter?
- Does the gasoline engine smoke? Black smoke indicates a too rich air-fuel mixture. Blue smoke is burning oil. White smoke may mean engine coolant is entering the combustion chamber.
- Diesel fuel injection and engine smoke: Some smoke should probably be expected when starting a cold diesel engine. Black smoke is somewhat common on an old diesel engine but, it may indicate incomplete fuel combustion or too much fuel being injected. Blue smoke is the result of burning oil. White or gray smoke may indicate the injector pump timing problems or low compression. Certain smoking problems can be fixed by simply replacing a dirty air filter, fuel filter or increasing engine idle speed. There may also be more engine work needed.
- Check VIN number.

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## Check for Rust:

- Undercarriage, wheel wells and inner panels are black semi-gloss.
- Engine hood is undercoated and painted semi-gloss black.
- Panel that helps support the decorative panel under the rear bumper.
- Chrome plates at end of doors (cabriolet model only). Check bottom edge of doors too.
- Inside the grill shelf.
- In the gas filler tube.
- Check the gas tank for leaks.
- In the spare tire well.
- In the soft top storage area (cabriolet model only) and under the edge of the leather that is glued to the base and surround. You can also see this from the trunk.
- Under the battery and under the passenger's foot area where battery acid would leak. Check the driver's side foot area too.
- Check the floor pans from above and below.
- Check the fronts of the rear springs for rust.
- Check the jacking ports for any body bends or wrinkles.
- Inside the bumpers.
- On the dipstick.
- Under the tail lamp lenses. Consider removing the lenses and inspect the inside housings. Check top of light assemblies.
- Inside the hubcaps.
- In the dome lamp fixture chrome surfaces, clock surround and on the escutcheons (decorative nuts) on the wiper switch and lighter on the top of the fascia (dashboard).
- On the seat adjusters and chrome seat trim.
- Under the trunk mat. Check lateral trunk seam, to quarter panels and joint between rear fender and quarter panel.
- Under the rear seat.
- In the wheel wells. Check behind the splash shield of both front wheel wells.
- Directly aft of the front and rear wheels.
- Top of the headlight buckets. Reach up on top of the headlight buckets in front of the turn signals.
- Front fender edge doubler at the door jamb.
- Check for rust in the frame box rails that run under the car front to back.

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## Body Condition:

- Check body panels with a magnet. Look for funny wrinkles in the body, especially on the leading edges of the doors.
- Check the front end especially for previously repaired damage.
- Check condition of door thresholds.

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## Chrome:

- Check overall condition of chrome - any major dents?
- Thin chrome pieces that run along the middle of the rear quarter panel from the door to the tail lights are very expensive. Make sure they are present. (220a, 220S and 220SE only)
- Check bumper uprights.
- Check for chrome pieces over windshield (cabriolet only).
- Is there a chrome fitting on the shaft of the shift lever for the Hydrak Automatic Clutch?
- Check for bumps where chrome is attached with studs.
- Check for six foot chrome strip on each rocker panel. (coupé and cabriolet only)

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## Wood condition:

- Any re-veneering needed?
- Any missing or broken pieces?

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**Gauges:** Do they all work?   ○ Speedometer   ○ Odometer   ○ Manual gas reserve (only certain models)

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## Steering:

- Is the steering and front end tight?
- Does the steering wheel have cracks? Both white and black wheels were available as a no cost option.

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## Interior Upholstery:

- Check general condition of interior. Cloth is prone to wear out faster than leather or vinyl.
- Check doors and map pockets (certain models).
- Check to make sure seats are not foam-filled or overstuffed. Seat padding should be firm.
- Any bow repairs needed for top? (cabriolet only).
- Does rear seat fold flat if it has the optional folding rear seat?
- Does it have seatbelts? They were not standard original equipment.

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## Door Panels, Windows, Dash and Carpeting:

- Check the window cranks, do they work?
- Check the door locks, do they work?
- Check the arm rests, what condition are they?
- What condition are the visors?
- What condition are the carpets in?
- Does the glove compartment open and close?

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## Lights and Electronics:

- Check front lights. Early "beehive" blinkers (below headlamps, US models) were clear. Original front lights were all Bosch.
- Do the "beehive" lights have two screws holding them on?
- Does the horn work?
- European specification models did not include the "beehive" blinker lights below the headlamps.
- Do all lights and turn signals work? Early style turn signals (included in the horn ring assembly) were not self-canceling. Later stalk type turn signals were self-canceling.

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## Radio:

- Does the radio work?
- Is it original?
- Becker, Blaupunkt, Philips, Telefunken tube radios were correct for the period. Some radios were only AM while some were AM/FM/LW.
- The European FM band only went up to 100MHz during the Ponton era.
- Does it have an antenna? Is it original? Original antennas have a tiny, oval, red plastic tip.

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## Tires:

- Check the size, make, and whether it has whitewalls or not.
- Check for a spare. The spare tire did not originally include a hubcap.
- Check the tread by placing a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head it is time to replace your tires

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## Heater:

- Check heater boxes on each side: Are they metal (original material on certain models), plastic (fiberglass replacements) or the infamous original cardboard material?
- Condition? The cardboard heater boxes are prone to serious decomposition over the years.
- Many cars don't even have them any more. Fiberglass replacements are available and the heater cores can be repaired if leaking.
- Check the heater pipes under the battery shelf. They are made of steel and will rust.

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## Under the Body, Breaks:

- Check suspension: shocks, motor mounts.
- Check exhaust system.
- Do the brackets all look and feel tight (only touch a cool exhaust pipe)
- Look for evidence of fluid leaks, including leaking brake wheel cylinders.
- Do the brakes pull or stop well and straight?

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## Data and car info:

- Are there any books, records, manuals available?
- Is the original data card with the vehicle?
- Review owner's Title. Is there a lien on the vehicle?
- Check data plates for paint codes, etc.

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## Miscellaneous:

- How was the car stored? If inside, what is the floor of the garage? Look very hard at the entire underside to determine if moisture rising through the garage floor has devastated the structure.
- Will the owner let you do a compression test? A leak-down test?
- Does it come with any spare parts?
- Does it come with an original tool kit and olive drab canvas tool roll? How about an original MB tire pressure gauge? These items are difficult to find, and expensive to replace in the after-market. They are currently (September, 2003) not available from DCAG.

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## Soft Top (cabriolet model only) or Sunroof:

- Is it original? Look for MB star.
  - Type of material of top and liner. Should be top, horsehair pad and liner. Top bows should not be visible.
  - Match color and material to swatches.
  - Check for dome light and switch on passenger side armrest.
  - Does it have a zippered rear window? It's suppose to.
  - Check for smooth operation of top mechanism.
  - Does it fold all the way down into the boot?
  - Is there a boot cover?
  - Does it have a Webasto (brand name) fabric sliding sunroof? They add 15% to the value of the car.
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