

A close-up photograph of the Mercedes-Benz star emblem. The emblem is a three-pointed star with a central point, all enclosed within a circular border. It is mounted on a polished, multi-tiered pedestal. The entire object is highly reflective, showing bright highlights and dark shadows. The background is a solid, light blue color.

4 MERCEDES-BENZ MOTOR CARS

INTRODUCING MERCEDES-BENZ

its credo, and its cars

YOU are about to meet four new Mercedes-Benz cars—the 230S, 230, 200D and 200.

They are incredibly good automobiles.

Behind them stands the world's oldest automobile maker. They roll from a clinically spotless factory where one of every eleven workers is an inspector. Where engineers methodically wreck \$8,000 cars to build a safer door lock. Where every car still gets a paint coat sprayed by hand—and gets painted again if it's not perfect.

Four cars—a single standard

The same stubborn Mercedes-Benz standard underlies all four cars. The objective is to make the best—not the best seller.

You'll read why brakes first tested on racing cars are standard equipment on every Mercedes-Benz. How orthopedic physicians helped our engineers develop "fatigue-proof" seats. What unstinting precision goes into the assembly of every engine—and the kind of merciless test that follows.

Automotive experts admirably describe these cars as "the most over-engineered cars in the world." When you finish reading about them, you'll know why.

A matter of choice

Mercedes-Benz quality never varies—but people's needs do. The sensible solution: 13 different Mercedes-Benz models, each

one meeting a specific requirement. Here are four of the most popular models:

230S—"Not for dawdlers"

Note the "S" in the 230S. It stands for "Super"—a twin-carburetor, six-cylinder engine. With 109 mph top speed, it is no car for mere dawdlers.

The 230S is longer than the other cars

lustier than the four-cylinder 200D and 200 models. The new 230 (no "S") fills the breach—at an agreeable price.

Mercedes-Benz engineers dropped a six-cylinder engine into the lighter 200-series body and chassis. A few minor suspension adjustments to match the added performance, and the result is an economical but potent car. Top-speed is 106 mph.

200D—"Can cut fuel costs in half"

This is a clear-cut economy car. The "D" stands for Diesel—the remarkable engine that burns Diesel fuel in a special combustion chamber. Diesel fuel generally costs about half the price of gasoline. And a Diesel engine uses less of it. Also, it's incredibly durable; some owners have driven their Diesels over 600,000 miles.

200—"New 4-cylinder engine—amazing performance"

The 200 is a more conventional economy car than the Diesel. It uses a four-cylinder gasoline engine that ranks as one of the most efficient power plants of its type in existence. Despite being tuned for economy, the 200 reaches a maximum speed of 100 mph. Gasoline savings don't come at the expense of performance.

You'll find further details and specifications on all these cars in their individual sections on the following pages.

230—"Spirited—but economical"

You may not need the all-out performance of the 230S, yet demand something

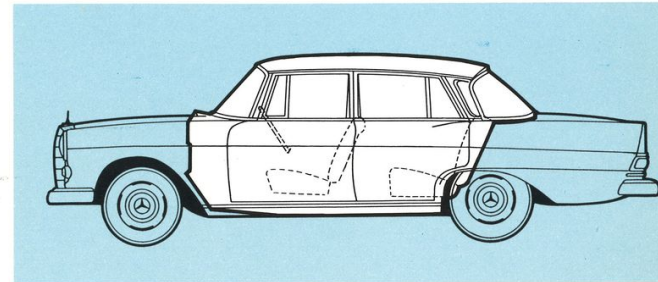


1936 "540K," a limited production model. It exemplifies the Mercedes-Benz credo—the best, not the best seller.

described in this brochure. It enjoys many extra conveniences, such as a new load-leveling device. Luxurious—but also roadable. You can pound it over the worst backwoods trails all day without a qualm.



Firm, contoured "fatigue-proof" seats



You're not an uncomfortable afterthought; Mercedes-Benz cars are built around interior space

The amazing features that are built into all new Mercedes-Benz automobiles

NO matter what model you buy, you will find that the Mercedes-Benz drives, feels and performs on all kinds of roads like no other car in the world.

It is built to rigid, exacting standards—probably the most demanding standards for any car, European or American. And the features have not been dictated by marketing men, advertising experts or merchandising specialists.

They have been developed, painstakingly, by engineers who have devoted their lives to motor cars. Here are some of the remarkable features they have built into all Mercedes-Benz cars.

The passenger compartment: not an afterthought

Every Mercedes-Benz is built to the contours of people. The passenger compartment does not require acrobatic ability to enter or exit. You don't feel like you're riding in an afterthought.

Though smaller in exterior dimensions than a standard-sized American car, a Mercedes-Benz actually provides more knee, hip and headroom than many full-size U.S. cars. It is a true five-passenger automobile.

Fatigue-proof seats

If you could buy a Mercedes-Benz seat in a furniture store, it would be very comfortable and last for years. It would also be very expensive.

Note: The tired old myth that softer seats mean more comfort was shattered by orthopedic physicians long ago. They proved that a properly contoured, firm seat supports the body and prevents fatigue far better than "marshmallow" seats that let your spine sink into softness.

Mercedes-Benz seats are even tuned to the suspension motions of the car, eliminating many of the tiny, almost imper-

ceptible vibrations that cause discomfort. On a long trip, you'll notice the difference this makes.

Built to aircraft tolerances

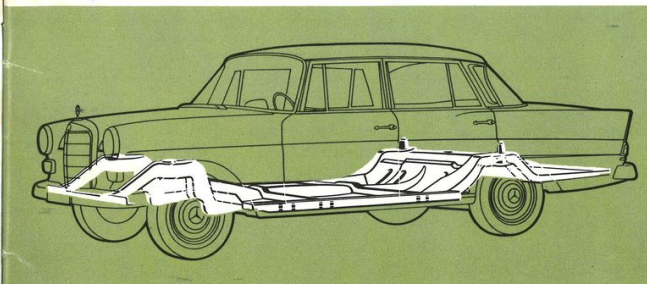
Every Mercedes-Benz feels solid—like it will last forever. It almost will (some Mercedes-Benz cars have gone over 600,000 miles and are still going strong).

This "solid feel" does not come by accident. Mercedes-Benz cars are built to aircraft tolerances. The body shell is welded to a frame floor, made of extra-heavy sheet steel up to 2.3 millimetres thick.

On a single Mercedes-Benz body, there are 10,000 welding points. All external welding seams are hand-ground, filled with pewter, ground again and polished. Another startling fact: the body under-sides is sprayed with 26 pounds of anticorrosion undercoating—at the factory.

The body-frame design is built as one

Body is welded to this frame floor and becomes a single, rattle-free structure



Each body is welded at 10,000 points





High-speed run at Stuttgart-Unterturkheim test track shows Mercedes-Benz stability. Cornering at over 70 mph, car shows hardly any "lean."

unit—virtually one piece of metal. Conventional systems "bolt" the frame and body together. This type of construction flexes on rough roads and loosens up after a few thousand miles. Squeaks, rattles and groans often result.

The Mercedes-Benz will go for hundreds and thousands of miles—over potholes, ruts and rocks—without a whimper. After 50,000 miles, you may begin to wonder if it will ever rattle.

How vibrations are cut off

Minor vibrations from the engine, transmission, driveshaft and rear axle are snubbed out before reaching the passenger compartment by liberal use of rubber insulation at strategic points.

The engine and front suspension are mounted on a removable sub-frame that is *bedded in rubber* in the frame-floor unit. The rubber absorbs tremors and vibrations before they ever get to you.

"Over-engineered" by design

Some people say that Mercedes-Benz cars are "over-engineered." Perhaps so. They are certainly engineered far beyond the normal need for handling and road-holding. But Mercedes-Benz engineers believe that *extra* protection and performance is far better than "not enough."

The basis of the car's extra stability, cornering power and road "feel" is a fully independent suspension system—the same basic system used on the famous Mercedes-Benz 300SLR sports-racing car.

At the rear of this system is a single-joint, low-pivot swing axle with horizontal compensating spring.

This is more costly to build than ordinary suspensions. But the advantage is worth it:

On conventional cars—with the more familiar solid rear axle—the complete axle must jounce up and down when one of the rear wheels hits a bump. The entire rear end shudders. With the Mercedes-Benz swing axle, only the wheel directly affected reacts. The car clings uncanonically to the road.

You will also find that a Mercedes-Benz won't "lean" on cornering like many



A door lock that *stays* locked

large cars, or "wallow" over railroad crossings. It is stable, unruffled and comfortable under any conditions.

Steering without guesswork

Every Mercedes-Benz has a sturdy, self-adjusting steering mechanism. This means that the car will always go exactly where you point it.

It is a relaxing car to maneuver. There is an absence of "play" in the wheel, even

at highway cruising speeds. You feel like you're *on* the road—not floating over it.

The steering linkage is tight and shock-proof. You are in *full* control. The steering wheel leaves no doubt about it. (And a shock damper in the steering linkage absorbs road jolts—not your hands on the wheel.)

Tires tested at 120 mph

Mercedes-Benz doesn't build its own tires. But it does carefully select those to be used on its cars. The tires on *every* Mercedes-Benz are capable of sustained high-speed running, at normal pressures, with *full* passenger load. And they are approved for use only after being tested for hundreds of miles at speeds as high as 120 mph. Even the *spare* is balanced at the factory.

Surrounded by safety

Safety starts at the drawing board at Mercedes-Benz. The body *itself* is a safety feature. It is deliberately designed for "controlled strength." The front and rear sections of the car are made to *yield* under heavy impact, acting like a cushion to absorb shock before it can reach the passenger compartment.

Extra-sturdy windshield and door pillars give protection in case of a roll-over accident.

Door locks are the "safety-cone" type, capable of withstanding loads up to 1100 lbs.—in any direction. They're designed to keep doors closed under any impact.

There are no sharp, protruding objects inside. The steering wheel is padded. Padding also covers the upper and lower sur-



Fade-free caliper-type front disc brakes

faces of the instrument panel. Door handles are recessed and window cranks are padded. The windshield is designed to pop out on impact.

Mercedes-Benz cars undergo incredible crash tests during development as ways are sought to make them even safer. Experts consider them to be the *safest* passenger cars in the world.

Two braking systems

Mercedes-Benz believes that the most powerful part of any car should be its brakes. For many years, Mercedes-Benz cars have been equipped with a twin-circuit hydraulic braking system. Front and rear brakes are actuated separately. Should one system somehow fail, the other takes over to stop the car. A comforting thought.

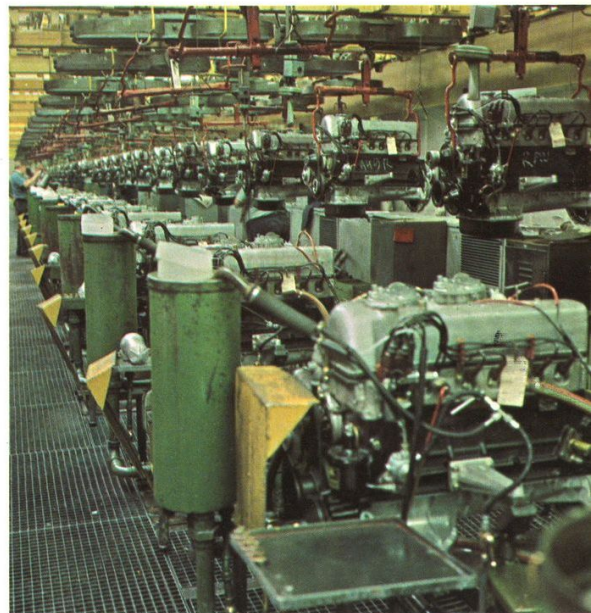
No fade, shuddering or swerving

At the front where main braking forces occur, Mercedes-Benz uses large, caliper-type disc brakes as standard equipment.

First proved on racing cars, the disc-type brake virtually ignores the build-up of heat caused by friction from repeated use. Even a rapid succession of panic stops at 80 mph won't induce fade, shuddering or swerving.

At the rear, finned, turbo-cooled drum-type brakes are fitted. A vacuum servo gives you power assistance. Pedal pressure is light without being "touchy."

The combined stopping power of this disc-and-drum brake arrangement is immense. You'll never be caught short of brakes in a Mercedes-Benz. Tolerances in Mercedes-Benz engine



Before installation in the car, engine undergoes one-hour trial on special test rigs

bearings are measured in 4/10,000ths of an inch. Every engine must run for at least *one hour*—including a finishing stretch at full power—on special test rigs before being installed in a car.

Because of careful balancing, and painstaking precision at every step of their assembly, Mercedes-Benz engines can be run almost indefinitely at full throttle. It's hard to tell when a Mercedes-Benz *has* hit its maximum. Even "flat-out," there is no hint of vibration—only

a pleasant hum.

Engine design features a short piston stroke that produces more power with less wear. Instead of the customary push-rod valve linkage system, a race-bred single overhead camshaft arrangement is used (some American cars are just announcing this "break-through." Mercedes-Benz has had it since 1951).

Details of engine performance and specifications for each model are on the following pages. ■

MERCEDES-BENZ 230S



230S "At 90 mph, it seems to be loafing along"

THE new 230S is a road car of the senior rank — a staunch high-performance sedan.

It is larger and more powerful than the other cars described in this brochure. And unlike most "luxury" cars, the 230S is designed and built to perform equally well on boulevards or back roads.

Distinctive appearance

The Mercedes-Benz 230S combines interior roominess and superb driving maneuverability on a wheelbase of 108.27 inches. The overall length of the 230S is 191.93 inches.

It can be quickly distinguished from 200-series models by its extended hood and front fenders, glass-enclosed dual headlight assemblies, twin bumpers front and rear, and larger tail light units

incorporating brake, back-up and direction indicator lights.

A "Super" engine

The "S" in the 230S comes from its twin-carburetor, six-cylinder single overhead camshaft engine — tuned to reach 109 mph. This engine *deserves* the term "Super." It is virtually tireless. Even at 90 mph, it seems to be merely loafing along.

Load-levelling spring is standard

A "Hydro-Pneumatic spring" is fitted to the 230S as standard equipment. This ingenious load-levelling device automatically adjusts to weight changes — keeping the car level regardless of how heavy its trunk load or how many passengers are being carried.

And unlike most load-levelling devices, the Hydro-Pneumatic spring is self contained. No maintenance or adjustment is ever required.

Choice of transmissions

A fully-synchronized four-speed manual transmission with either column or floor-mounted shift lever is standard equipment on the 230S. As an extra-cost option, a Daimler-Benz four-speed automatic transmission is available. Power steering is also offered, optional at extra cost.

Interior equipment

The following interior details are all standard equipment in the 230S: Individual front seats and bench-type rear seat with center fold-down armrest.



Distinctive appearance—extended hood and front fenders, dual headlight assemblies

230S features at a glance

- 108.27-inch wheelbase
- Rigid, rattle-free welded unit body
- Supple fully independent suspension with single joint low-pivot swing axle
- Six-cylinder, 109-mph engine
- Front disc brakes
- Hydro-Pneumatic load-levelling spring
- 4-speed transmission
- Seats designed by orthopedic physicians
- High-speed tires
- Safety door locks and many other unique safety features

Front seat backrests adjustable by large handwheel to four reclining positions. Carpeted transmission tunnel, color-keyed floor covering over foam rubber. Carpeted rear window package shelf.

Standard upholstery is cloth with MB-Text vinyl. Complete MB-Text vinyl

upholstery (as shown in this catalog) is optional at extra cost. Genuine leather upholstery is also offered as an extra-cost option.

Convenience tray between front seats. Recessed, pull-type door handles on all four doors. Large open map pockets on

both front doors. Padded armrests on all four doors, assist grips on all except driver's door. Overhead assist grips on all except driver's door. Padded window cranks. Large knob operates front vent panes. Padding on door sills and window frames.

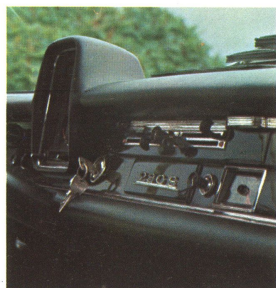
A rear seat that can actually seat three adults. Upholstery is MB-Text vinyl (genuine leather is optional at extra cost)



Separate front seats are standard equipment—as are reclining backrests, adjustable to four positions



230S (continued)



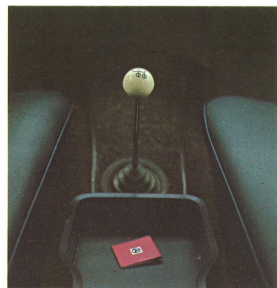
Instrument panel padded top and bottom

The instrument panel is safety-padded on upper and lower edges. On the passenger's side are located a glove box with lockable lid, electric clock, cigar lighter and pull-out ashtray. Central heating and ventilation controls above radio installation.

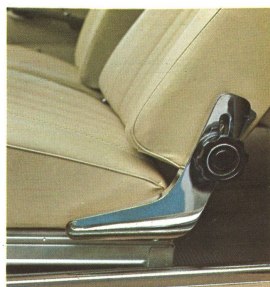
For the driver

A hooded cowl directly in front of the driver features a vertical, ribbon-type

speedometer and separate instruments for fuel, water temperature and oil pressure. Warning lights for generator, high beam, handbrake and low fuel supply. Total mileage counter and re-settable daily mileage counter. Regulating control for instrument lighting. Two-spoke steering wheel with safety-padded center boss and full horn ring. Large rear-view mirror with anti-glare control. Outside rear-view mirror.



4-speed floor shift—no extra charge



Turn the knob—seat backrest reclines

Heating and ventilation system includes air intake with filter at base of windshield. Cool or warm air (boosted by blower) for defrosting the front windshield. Adjustable vents at extreme instrument panel edges—for defrosting side windows. Air is exhausted via roof lining through ventilation slots in the rear roof pillars.

(Air conditioning available, optional at extra cost.) ■

OPTIONAL EQUIPMENT

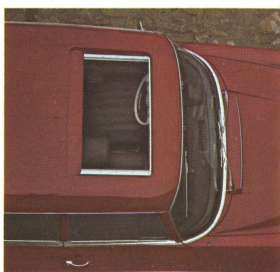
Mercedes-Benz does not build "stripped" cars and then charge extra for simple amenities. Every Mercedes-Benz is fully and thoughtfully equipped. For particular needs and tastes, however, certain optional equipment is available at extra cost. **Automatic transmission:** Most automatic transmissions provide two or three forward

ward speeds. The Daimler-Benz designed-unit offers *four*, and with them the flexibility of a manual gear-box. You can keep the selector in top gear, like a standard automatic, or shift through the gears.

Genuine leather upholstery: In place of MB-Tex vinyl, genuine leather upholstery in a wide variety of color choices is available for all Mercedes-Benz models.

Sliding sunroof: With this large, easily operated steel sunroof, the simple twist of a handle gives Mercedes-Benz sedans a "convertible" flavor. The roof can be shut and locked in seconds for a weather-tight fit.

Other options: Daimler-Benz power-assisted steering; air conditioning; tinted windshield glass; front seat headrests.



Radiator grille has remained virtually unchanged since 1912. The body design was established by wind tunnel tests and contributes to quiet at high speeds.

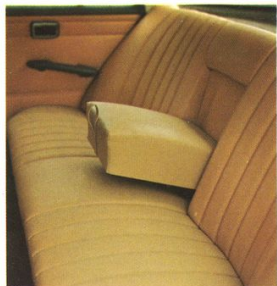


Brake, back-up and turn indicator lights are combined in single units. Gas filler cap is behind hinged license plate door. The spacious trunk holds 22.6 cu. ft. of luggage.

MERCEDES-BENZ 230



230 "Spirited six-cylinder performance— with remarkable economy"



A fold-down rear armrest is standard

THE new 230 combines a spirited six-cylinder engine with the 200-series body. The result: A potent brand of performance in a car priced close to the most economical Mercedes-Benz series.

Power to spare

The 230's engine is a single overhead camshaft design that uses two single-barrel carburetors to reach 106-mph top speed.

Through efficient design and its sensible size, the 230's engine delivers remark-

able gasoline economy—yet its acceleration and cruising speed are more than adequate for American highway conditions.

Choice of transmissions

A fully synchronized four-speed transmission with either column- or floor-mounted shift lever is standard equipment on the 230. As an optional extra, Daimler-Benz four-speed automatic transmission is available. Power steering is also offered at optional extra cost.

Recessed door handle, ashtray, armrest and padded window crank are provided on both rear doors



Rear window package shelf is carpeted—loose objects won't skid

230 features at a glance

- 106.30-inch wheelbase
- Rigid, rattle-free welded unit body
- Supple fully independent suspension with single joint low-pivot swing axle and horizontal compensating spring
- Six-cylinder, 106-mph engine
- Front disc brakes
- 4-speed transmission
- Seats designed by orthopedic physicians
- High-speed tires
- Safety door locks and many other unique safety features

Vinyl upholstery can be washed with a damp cloth. Bolster shown between seats is optional at extra cost.

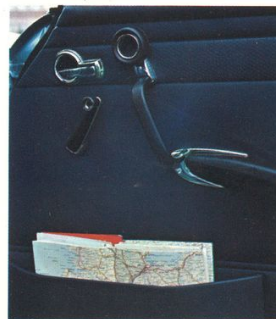




Every Mercedes-Benz is finished with four coats of enamel after three primer coats.

The following interior details are all standard equipment in the 230: Individual front seats and bench-type rear seat with center fold-down armrest. Front seat backrests adjustable to four reclining positions by large handwheel. Color-keyed rubber covering over foam rubber on floor and transmission tunnel. Carpeted rear window package shelf.

Standard upholstery is cloth with MB-Tex vinyl. Complete MB-Tex vinyl upholstery (as shown in this catalog) is optional at extra cost. Genuine leather upholstery is also offered as an extra-cost option.



A map pocket—big enough for maps

Convenience tray between front seats. Recessed, pull-type door handles on all four doors. Large open map pockets on both front doors. Padded armrests on all four doors. Padded window cranks. Large knob operates front vent panes. Padded sun visors.

The instrument panel is safety-padded on upper and lower edges. On the passenger's side are located a glove box with lockable lid, electric clock, cigar lighter and pull-out ashtray. Central heating and ventilation controls above radio installation.

For the driver

A hooded cowl directly in front of the driver features a vertical, ribbon-type speedometer and separate instruments for fuel, water temperature and oil

pressure. Warning lights for generator, high beam, handbrake and low fuel supply. Total mileage counter and adjustable daily mileage counter. Regulating control for instrument lighting. Two-spoke steering wheel with safety-padded center boss and full horn ring. Large rear-
vision mirror with anti-glare control.

Heating and ventilation

Air intake with filter at base of windshield. Cool or warm air (boosted by blower) for defrosting the front windshield. Adjustable vents at extreme instrument panel edges—for defrosting side windows. Air is exhausted via the roof lining through ventilation slots in the rear roof pillars.

(Air conditioning available, optional at extra cost.) ■



A reassuring detail: steering wheel hub is safety-padded



Rear ventilators exhaust interior air

MERCEDES-BENZ 200 D (Diesel)

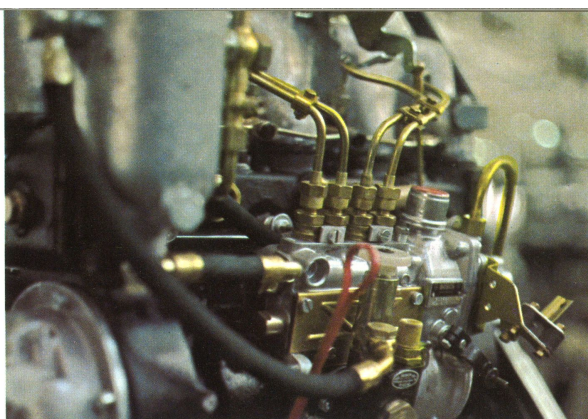


200D

"Only when you lift the hood do you find the secret of its economy."

THE new 200D appears to be a completely normal Mercedes-Benz, in appearance and equipment. Only when you lift the hood do you find the secret of its economy—in the form of a four-cylinder Diesel engine.

Daimler-Benz pioneered development of Diesels for passenger cars 29 years ago. Since then, the company has made and sold more than 500,000 Diesel cars. The current model, with a new five-main-bearing



The unique Diesel fuel-injection engine—no carburetor, no spark plugs, no points

ing crankshaft, runs so smoothly at cruising speeds that it can barely be distinguished from a gasoline engine. A far cry from the days when "Diesel knock" was a common criticism.

The Diesel engine's fuel economy is remarkable. A Diesel can actually slice fuel costs in half. If you drive a 200D 15,000 miles a year and run it for five years—your total cost (purchase price plus operating expenses) should be less

than the lightest little economy car you can buy.

No carburetor, no spark plugs, no distributor

A Diesel engine is unique—even though many of its basic parts look the same as those of a conventional gasoline engine. The money-saving difference lies in the fuel it uses and how it is fed to the combustion chamber and compressed into energy.

Despite 200D's compact outside dimensions, rear seat is five feet wide

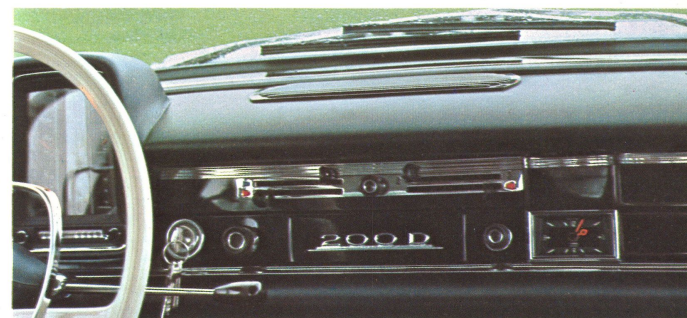


There is no carburetor and there are no spark plugs in a Diesel engine. Diesel fuel is forced directly into the combustion chamber through injection nozzles. Compression ignites the fuel with more than twice the force of a large V8—and far less wastage.

Diesel fuel sells in many areas for half the price of gasoline. It has more energy and its oil-like consistency prolongs cylinder and piston ring life by constant additional lubrication. And there are no spark plugs, points, condensers or distributor to replace. The 200D is a unique answer to the common demand for real economy.

A fully synchronized 4-speed manual transmission with either column or floor-mounted shift lever is standard equipment. Daimler-Benz automatic transmission and power steering are available as optional extras.

200D interior equipment: Individual front seats and bench-type rear seat. Front seat backrests adjustable to four



Lighter, electric clock and locking glove box are standard equipment

reclining positions by large handwheel.

Standard upholstery is cloth with MB-Tex vinyl. Complete MB-Tex vinyl upholstery (as shown in this catalog) is optional at extra cost. Genuine leather upholstery is also offered as an extra-cost option.

Color-keyed rubber covering over foam rubber on floor and transmission tunnel. Carpeted rear window package shelf. Convenience tray between front seats. Recessed, pull-type door handles on all four doors.

Large open map pockets on both

Thousands of tiny air holes ventilate seats for cool comfort, even on hot days



200D (continued)



Front door features map pocket, recessed handle, padded window crank and armrest

front doors. Padded armrests on all four doors. Padded window cranks. Large knob operates front vent panes. Padded sun visors with vanity mirror on passenger side. The instrument panel is safety-padded on upper and lower edges.

On passenger's side are located a glove box with lockable lid, electric clock, pullout ashtray and cigar lighter. Central heating and ventilation controls above radio installation.

For the driver: Hooded cowl directly in front of the driver features vertical, ribbon-type speedometer and separate instruments for fuel, water temperature and oil pressure; warning lights for generator, high beam, hand brake, choke and low fuel supply.

Total mileage counter and adjustable daily mileage counter. Regulation control for instrument lighting. Two-spoke steering wheel with safety-padded center boss and full horn ring. Large rear-vision mirror with anti-glare control.

Heating & ventilation: Air intake with filter at base of windshield. Cool or warm air boosted by blower for defrosting the front windshield. Adjustable

vents at extreme instrument panel edges for defrosting side windows.

Air is exhausted via the roof lining through ventilation slots in the rear roof pillars.

Air conditioning available as an option at extra cost. ■

200D features at a glance

- 106.30-inch wheelbase
- Rigid, rattle-free welded unit body
- Supple fully-independent suspension with single joint low-pivot swing axle and horizontal compensating spring
- Four-cylinder Diesel engine
- Front disc brakes
- 4-speed transmission
- Seats designed by orthopedic physicians
- High-speed tires
- Safety door locks and many other unique safety features

200 "A new 4-cylinder engine— with amazing performance"

SOME economy-conscious car buyers prefer a familiar gasoline engine over the unconventional Diesel—as long as it offers worthwhile savings. The 200 series neatly fills this need.

But the 200 is no "stripped" economy car. It is as fully equipped and carefully built as all Mercedes-Benz models. Its economy comes from a four-cylinder gasoline engine, designed and tuned for minimum fuel consumption.

Surprising power

This is a new single overhead camshaft engine, developing a top speed of 100 mph. Comparison with other four-cylinder economy engines shows this performance to be amazingly high. Yet it is no churning, "cement-mixer" four cylinder. Due to a five main-bearing crankshaft, the 200 runs as smoothly as many six-cylinder engines.

Other than the type of engine used, the 200 is identical to the 200D. ■

Gasoline engine distinguishes 200 from Diesel-powered 200D



Specifications	230S	230	200D	200
Engine				
Type	6-cylinder OHV	6-cylinder OHV	4-cylinder OHV	4-cylinder OHV
Displacement	140.7 cu. in.	140.7 cu. in.	121.27 cu. in.	121.27 cu. in.
Bore/Stroke	3.22" x 2.86"	3.22" x 2.86"	3.425" x 3.297"	3.425" x 3.297"
Compression ratio	9.0:1	9.0:1	21:1	9.0:1
Carburetion	two-barrel automatic choke	2 single-barrel	Fuel injection	2 single-barrel
Maximum torque	144.7 ft. lbs. @ 4400 rpm	137.4 ft. lbs. @ 3800 rpm	86.8 ft. lbs. @ 2400 rpm	122.2 ft. lbs. @ 3800 rpm
Horsepower	135 @ 5600 rpm	118 @ 5400 rpm	60 @ 4200 rpm	105 @ 5400 rpm
Battery	12-Volt, 44 Amp. hr.	12-Volt, 44 Amp. hr.	12-Volt, 82.5 Amp. hr.	12-Volt, 44 Amp. hr.
Cooling system	Water cooling w/ thermostat	Water cooling w/ thermostat	Water cooling w/ thermostat	Water cooling w/ thermostat
Alternator	Bosch 490-watt	Bosch 490-watt	Bosch 490-watt	Bosch 490-watt
Transmission				
Clutch	Single plate dry clutch	Single plate dry clutch	Single plate dry clutch	Single plate dry clutch
Standard Transmission	DB 4-speed	DB 4-speed	DB 4-speed	DB 4-speed
Rear axle ratio	4.08:1	4.08:1	3.92:1	4.08:1
Steering				
	DB steering, with automatic adjustment and steering damper, 4½ turns lock to lock	DB steering, with automatic adjustment and steering damper, 4½ turns lock to lock	DB steering, with automatic adjustment and steering damper, 4½ turns lock to lock	DB steering, with automatic adjustment and steering damper, 4½ turns lock to lock
Tires				
	7.25 x 13 premium tubeless	7.00 x 13 premium tubeless	7.00 x 13 premium tubeless	7.00 x 13 premium tubeless
Fuel tank capacity	17.2 gals.	17.2 gals.	17.2 gals.	17.2 gals.
Curb weight	2976 lbs.	2880 lbs.	2920 lbs.	2810 lbs.

Dimensions

Overall length	191.93"	186.22"	186.22"	186.22"
Wheelbase	108.27"	106.30"	106.30"	106.30"
Overall width	70.67"	70.67"	70.67"	70.67"
Overall height	59.06"	58.86"	58.86"	58.86"
Tread front	58.35"	58.35"	58.35"	58.35"
Tread rear	58.46"	58.46"	58.46"	58.46"
Headroom front	37.8"	37.8"	37.8"	37.8"
Headroom rear	34.65"	34.65"	34.65"	34.65"
Interior width front	59.45"	59.45"	59.45"	59.45"
Interior width rear	60.63"	60.63"	60.63"	60.63"

All illustrations and specifications contained in this brochure are based on the latest product information available at time of publication approval. Mercedes-Benz reserves the right to make changes at any time, without notice, in colors, materials, equipment and models.



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