





MERCEDES-BENZ

STRAIGHT-EIGHT

TYPE "NURBURG" 460 (4,6 LITRES = 32/90 H.P.)

When we, Mercedes-Benz created our new straight-eight model, type "Nurburg", forty-three years had elapsed, since the first motor cars in the world left this factory for their first trial runs. Thus the experience of over four decades, was at our command when we commenced to make this new model, now the most perfect product of presentday automobile construction. The very early one-cylinder cars, which developed hardly 2 H.P. became the foundation of our name, and every new and improved model which followed, has further enhanced this reputation, while also contributing to the general progress of the industry. The eight-cylinder model is the height of perfection in every respect.

We have manufactured eight-cylinder engines since 1905. We built these 8 cylinder engines for motor boats, dirigibles, airplanes as well as for racing and sports cars before we brought out our latest straight-eight model, "Nurburg".

Our eight-cylinder Sports Car won a decisive victory against keen international competition in the German Grand Prix in 1926. Thus the type "Nurburg" is the final product of a long series of developments, embodying the benefits of an experience longer in the manufacture of Straight 8 Engines over a quarter of a century, than can be claimed by any other manufacturer of automobiles in the world.

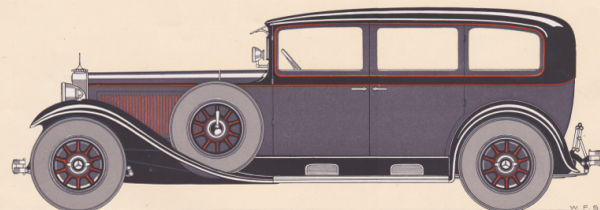
The Mercedes-Benz straight-eight "Nurburg" possesses those qualities which the discriminating motorists of today, regard as most desirable, surprising flexibility, terrific acceleration, remarkable top gear performance, unusually effective brakes, perfect road holding qualities at all speeds, and soft, flexible suspension. It is hard to say, which gives one more pleasure, to drive, or ride in this new car.

In months of experiments, made with scientific accuracy, this type underwent, the most exacting trials, and was submitted to the severest tests before it was released for regular production. As a final test, it had to negotiate successfully the most difficult of all road tests in the world, the "Nurburg Ring" in the Eifel Mountains, where it was submitted to a test previously never before attempted, alternate drivers running it continuously day and night and covering 20 000 kilometers (12 500 miles) in 311 hours (13 days of actual driving), at an average speed of over 64 km per hours 40 mph and there was no falling off of the performance at all. After this record performance, our eight-cylinder type was given the name "Nurburg".

In addition to this almost unsurpassable demonstration of reliability, it is the remarkably high degree of safety at all speeds and under all conditions which distinguishes our type "Nurburg". This safety is achieved by features such as the design of the chassis sharply upswept at front and rear, manufactured from the highest grade steel, large dimension balloon cord tyres, carefully balanced springs; — the worm type steering gear, easy to control, yet absolutely stable at all speeds and the Servo-Vacuum Brakes responding to the slightest pressure. With such safety, and with the remarkable acceleration, it is possible to attain high average speeds, even on very long distances.

The standard bodies for the type "Nurburg" are built in our own body works, known for the excellence of their products. It is not exaggerated extravagance, but refined taste which distinguishes Mercedes-Benz bodies, and always, preserve a distinctive mark of their own. Here, too, it is impossible to excel in workmanship, quality of materials employed, and the appearance of the final product.

The standard models are:— a 4/5 passenger, enclosed drive, a 6/7 passenger Pullman Limousine, a 4/5 passenger Cabriolet, and a 6/7 passenger open touring car. All the 4/5 passenger bodies are supplied on a shortened chassis (Model 460 K).



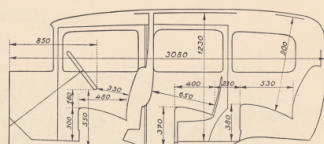
TYPE NURBURG



SIX/SEVEN PASSENGER
PULLMAN-LIMOUSINE

SIX/SEVEN PASSENGER PULLMAN-LIMOUSINE

Clear width at bottom edge of steering wheel . . . 48 in.
 Clear width between arm rests . . . 46 in.
 Maximum length with trunk . . . 312 in.
 Overall width . . . 79 1/2 in.
 Overall height . . . 77 1/2 in.
 Length available for body . . . 115 in.
 Wheelbase . . . 144 1/2 in.
 Tread . . . 48 1/2 in.



Scale 1:31

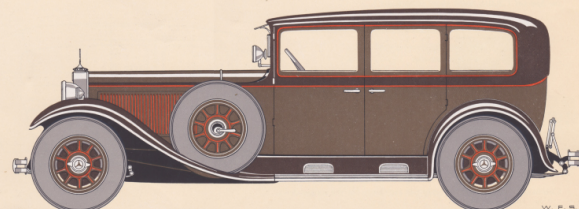
The Body is smartly fashioned according to the latest taste. The seating arrangement is luxurious, and features spaciousness and extreme comfort. The interior appointments combine distinction and usefulness. Very durable lacquer finish, applied with the latest type Cellulose Machines in many attractive colours.

Body:—

Colour finish optional. Driver's seat upholstered with genuine leather, rear seats upholstered with high-grade cloth of latest patterns and filled with down, arm rest in centre and arm rests on the sides are provided. All side windows, as well as glass partition behind the driver's seat can be lowered by means of a small handle. The back of the body contains a large window. Foot Plates on running board. Spotlight on wind screen. Screen Glass opening forward and provided with double electric screen wiper. Direction indicators. Bumpers at front and rear. If desired, all polished metal parts can now be supplied in Chromium Plating.

Interior appointments:—

Pussling on back of driver's seat, on doors and instrument board. Wooden ash trays. Foot rests, opposite main seats at rear. Pile carpet in rear compartment, rubber mat in driver's compartment. Electric Lighting consisting of one dome lamp and two corner lamps. Rug rail on back of front seats. Two auxiliary seats facing and folding forward, and upholstered, with backs. All windows, including partition, but not the driver's side windows are provided with roller blinds. Assist cords and handles on the door posts, and to right and left of main seats. Electric cigar lighter. Baggage net in ceiling. Two Fire Hooks.



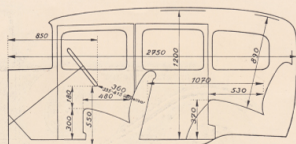
TYPE NURBURG



FOUR/FIVE PASSENGER
 ENCLOSED DRIVE

FOUR/FIVE PASSENGER ENCLOSED DRIVE
on Special Chassis with short wheelbase

Clear width at bottom edge of steering wheel . . . 48 1/2 in.
Clear width between arm rests . . . 48 in.
Maximum length with trunk . . . 102 1/2 in.
Overall width . . . 75 1/2 in.
Overall height . . . 70 1/2 in.
Length available for body . . . 102 1/2 in.
Wheelbase . . . 85 1/2 in.
Tread . . . 58 1/2 in.



Scale 1:12 1/2

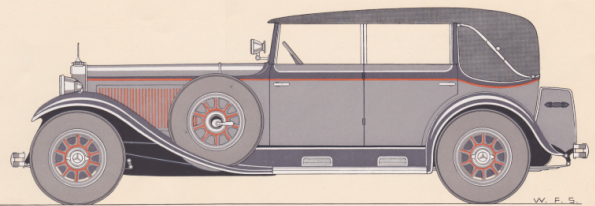
Comfortable and smart, the body par excellence for the owner-driver.

Body:—

All seats are attractively upholstered with high grade cloth in the latest patterns. The front seats are of the club chair type. A large variety of colours are offered, in the best lacquer cellulose finish, which is applied with the spray gun. All windows can be lowered by means of a small handle. Foot plates on the running boards. Windscreen glass opening forward, with double electric screen wiper, sunscreen and spotlight. Direction indicators. Bumpers at front and rear. All polished metal parts on request may be had, chromium plated.

Interior appointments:—

Paneling on the doors and the instrument board. Pile carpet in rear compartment, rubber mat in driver's compartment. Electric interior lighting, consisting of one dome lamp and two corner lamps. All windows, except the drivers' side windows, provided with roller blinds. Assist cords and handles on door posts. Electric cigar lighter. Ash trays. Two hat hooks.



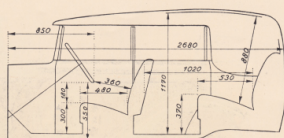
TYPE NURBURG



FOUR/FIVE PASSENGER
CABRIOLET

FOUR/FIVE PASSENGER CABRIOLET
on Special Chassis with short wheelbase

Clear width at bottom edge of steering wheel	45 1/2 in.
Clear width between arm rests	45 in.
Maximum length with trunk	195 in.
Overall width	71 1/2 in.
Overall height	69 in.
Length available for body	102 1/2 in.
Wheelbase	135 in.
Tread	58 1/2 in.



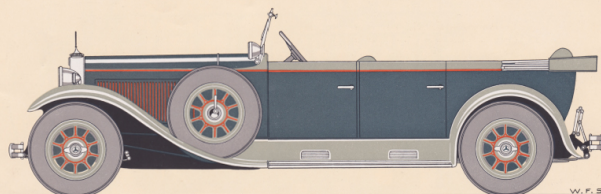
The ultra smart Mercedes-Benz Cabriolet, winner of countless Concour d'Elegance prizes. A technically and artistically, perfect type of convertible body.

Body—

Finished in cellulose in a large range of colours, applied with the latest type cellulose spraying apparatus. Upholstery and interior lining of high-grade genuine leather. Easily folding, strong and absolutely weather proof top, lined with cloth. The front seat is of the club chair type. All side windows can be lowered fully by means of a small handle, so that the car can be driven completely open. Windscreen with glass opening forward, provided with double electric windscreen wiper, sun blind and spotlight. Direction indicators. Bumpers at front and rear. All polished metal parts can be supplied chromium plated.

Interior appointments—

Paneling on doors and the instrument board. Pile carpet in rear compartment, rubber mat in driver's compartment. Electric interior lighting. Folding foot rests. Pockets in doors and large pocket in back of drivers' seat, rug rails with assist handles, cigar lighter and ash tray.



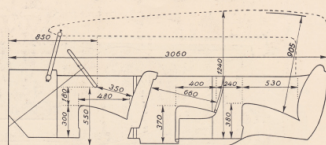
TYPE NURBURG



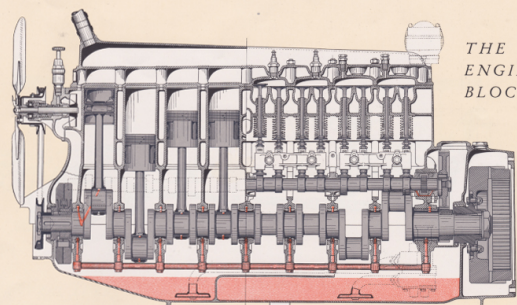
SIX/SEVEN PASSENGER
OPEN TOURING CAR

SIX/SEVEN PASSENGER OPEN TOURING CAR

Clear width at bottom edge of steering wheel	48 in.
Clear width between arm rests	45 1/2 in.
Maximum length with trunk	212 in.
Overall width	71 1/2 in.
Overall height	71 in.
Length available for body	113 in.
Wheelbase	144 1/2 in.
Tread	58 1/2 in.



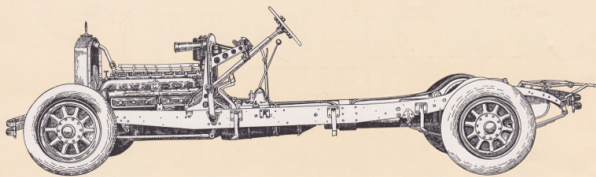
The ideal, smart open touring car showing the latest body lines. Cellulose finished, mostly in light colours. All colours optional. Upholstery and interior lining in high grade natural leather in colours harmonizing with the outside finish. Two comfortable, upholstered auxiliary seats which fold forward. A thoroughly weatherproof hood supplied with patent leather envelope, can be raised easily and is supplemented with tight fitting all-weather side curtains with large celluloid windows. Windscreen with glass opening forward, and provided with double electric wiper and spotlight. Direction indicators, electric cigar lighter, folding foot rest, floor carpet, pockets in doors, rug rail with assist handles.



THE
ENGINE
BLOCK

Cylinder block of clean design, featured by being entirely and easily accessible, consisting of the highest grade materials exclusively. Eight cylinders in line with side by side valves, operated from below. Base of light metal, and cylinder block forming single unit of grey casting. Detachable cylinder head. Nine bearing crankshafts of chrome nickel steel, carefully compensated and provided with vibration damper.

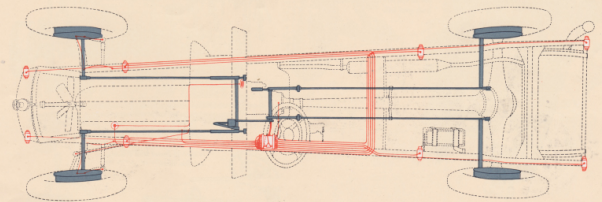
The camshaft is operated by silent helical bevel gears. Light metal pistons of the latest design. Air and fuel filters, double oil filter, carefully balanced Solex Carburettor. Adjustable manifold induction lantern. Bosch dynamo coil ignition. Ignition is automatic, and by lever on steering wheel. Multiple plate clutch. Four speed gear box with ball type change and lock. Tyre pump driven from gear box. Three-point suspension.



THE CHASSIS

A masterpiece of modern engineering, featured by efficiency and unsurpassed road holding qualities, strong frame stamped from the highest quality steel. Long and carefully balanced semi-elliptic springs, giving ideal smoothness, and also eliminating rolling of the car at high speeds on curves. Oversize balloon cord tires size 6.00 x 22. Steering gears of the screw and nut type, with low rake, light and vibrationless. Servo vacuum four wheel

brakes with large dimension brake drums, giving highest possible efficiency. The entire chassis is lubricated by the patent automatic central chassis lubrication system. The torque of the rear wheel is not transmitted through the rear springs, but by means of a torque tube, in which the propeller shaft is enclosed, with a ball joint against the frame. This assures unusually great, mechanical safety.

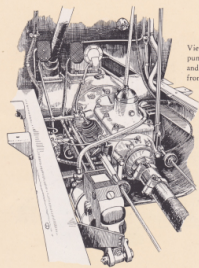


1. CENTRAL LUBRICATION: —

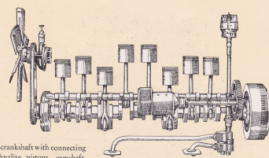
The entire chassis is lubricated automatically by our patent Mercedes-Benz central lubrication system. Filtered engine oil of the correct temperature is forced by an oil distributor pump to all lubrication points as soon as the car is in operation. This reduces the maintenance work on the car at the same time increasing the life of the chassis.

2. FOUR-WHEEL BRAKES: —

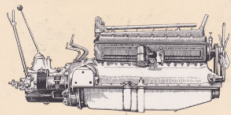
Mercedes-Benz internal expanding brakes operated by foot pedal, acting on all four wheels. The action is supported and increased by a Bosch vacuum Servo Brake Motor. The hand brake operates on the rear wheel brake shoes which are also controlled by the foot brake. The individual brake rods are easily adjustable and are fitted with lock nuts.



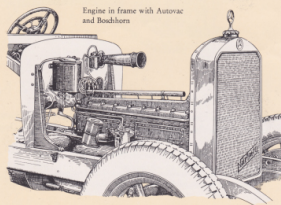
View of Gear Box with tire pump, pump for Bosch-Desander Brake and central lubrication pump driven from gear box



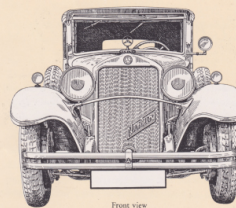
The nine-bearing crankshaft with connecting rods, Nelson-Rohm pistons, camshaft, fan, water pump and distributor



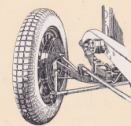
Engine block (carburetor side)



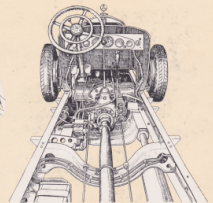
Engine in frame with Autovac and Bosch



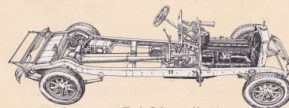
Front view (showing radiator)



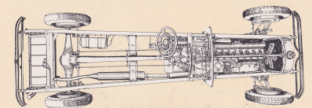
Left front wheel with brake, front spring and shock absorbers



View of controls



Chassis, Carburetor side



Chassis, view from above

SPECIFICATION OF TYPE NURBURG

ENGINE

Eight cylinders, bore 80 mm., stroke 115 mm., clean monobloc design featuring simplicity and accessibility. Base of light metal, cylinder block forming a single unit, of grey casting, the same as the detachable cylinder head. The Nilsen Bohadde piston have three piston rings and one oil ring, the connecting rods are made of circular steel. The crankshaft of chrome nickel steel runs on nine bearings; it is fully balanced and provided with a vibration damper. The valves, made of the best materials, are located on the exhaust side of the engine and are fully enclosed. They are driven from below, and are easily adjustable. The camshaft is operated from the crankshaft by means of a set of helical gears, silent in operation.

Ignition:— Twelve volt Bosch equipment. Dynamo Coil ignition with voltage regulating generator, hence the battery is used merely for starting and feeding the light equipment when the engine is not running. Automatic cut on dynamo. The distributor is situated above the flywheel. Ignition advance is effected automatically, as well as by the lever on steering wheel.

Carburettor:— Solex, carefully balanced and adjusted. Multiple jet system with special starting device. Adjustable manifold induction heater. Air cleaner.

Engine lubrication:— Forced feed lubrication is operated by gear pump forcing the oil from engine sump through a fine mesh filter to all bearings. The cylinder walls are lubricated through the small ends. Automatic oil pressure relief valve, and a Dipstick with marks for maximum and minimum oil capacity (10 and 5 litres respectively). Oil gauge on the dashboard.

Cooling system:— Tubular Radiator. A Water pump situated in the front of the cylinder block, provides the water circulation. The water pump, and with it the fan which is mounted on the same shaft, are operated by a V-shaped belt from the crankshaft.

CHASSIS

Transmission:— Transmission case of light metal flanged to crankcase. Chrome nickel steel gears for the four speeds forward and the reverse speed. Ball change of the latest design, very easy to operate. Power type pump driven from the gearbox.

Suspension:— Long, carefully balanced semi-elliptic springs with effective shock absorbers, permitting exceedingly smooth driving and yet eliminating swaying of the car at high speeds.

Clutch:— Multiple plate clutch, easy to manipulate, positive in action. Central spring. Special design permitting of unusually smooth action and minimum of wear.

Rear drive:— The rear axle housing is pressed steel. The spiral bevel gears and differential gears are of the finest material, thoroughly tested. Universal joint enclosed in ball with torque tube. The torque of the rear wheels is taken up by this tube and transmitted to the frame; this relieves the rear springs of the torque forces and assures the excellent road quality and safety of the car. Normal rear axle ratio (1:1.5).

Steering gear:— Special Mercedes-Benz steering gear of the worm and nut type. This type of steering combines two advantages; freedom from shocks and perfect road contact. The steering gear has been given a low ratio so as to give the driver a feeling of absolute safety at all speeds.

Brakes:— Internal expanding brakes with mechanical Servo action, and reinforced by Bosch Servo Motor. The brake action is unusually smooth despite the short range of action. The movement is transmitted by fixed rods which, not being of the compensating type, will give uniform action and wear. The foot brake acts on all four wheels, the hand brake acts on the rear wheels only. All four brakes are easily adjustable, and are compensated carefully at the factory by the latest machinery.

Wheels:— Wood wheels, two spare wheels on eccentric carriers fitted left and right side of engine bonnet. Balloon cord tyres of large dimensions 6.50 x 20.

Fuel tank:— At the rear end of chassis frame with draining device. Capacity 90 litres. Fuel pump mounted to crankcase. Tap for reserve fuel.

Chassis lubrication:— Effected by means of the excellent and well proved automatic Mercedes-Benz central chassis lubrication system, driven from the gear box, and situated in the frame, feeds warm filtered engine oil, under pressure to all the points on the chassis, as soon as the car is in motion. The Mercedes-Benz central lubrication, thus relieves the owner completely of the task of lubricating the chassis points.

Instrument Board:— Thermometer, oil gauge, speedometer, switches for lighting, ignition and starter, eight-day clock, pneumatic fuel gauge, screened illumination of instruments. Socket for inspection lamp.

Electric equipment:— Dynamo, Starter, Battery, combined stop and tail lamp, two large headlights with Bilux bulbs of great power, dimmed by ring switch on steering wheel, two parking lamps (Zeiss lamps at extra charge if desired). Bosch horn, inspection lamp with lead, spotlight with rear vision mirror.

Other equipment:— Double electric windscreen wiper, direction indicators, container for gloves etc. to right and left of instrument board, cigar lighter, ash tray, and roof light in closed models, spring gauges, bumpers at front and rear, nickel or chromium plated hub caps and radiator. Two spare wheels are provided.

Dimensions:— (The figures in brackets apply to type 466 K. Short.) Engine capacity 4594 cc. R. P. M. 3100, brake H. P. 55 for taxation purposes, English & American 31. Total length of chassis 284 1/2" (7275) in., length available for body 166 (4215) in., wheelbase 141 1/2" (3590) in., track 55 1/2 in., maximum width with body 75 1/2 in., maximum height 71 1/2" (765) in., road clearance 7 1/2 in., chassis weight 3595 (5086) lbs.

DAIMLER-BENZ

AKTIENGESELLSCHAFT

STUTTGART-UNTERTÜRKHEIM

CABLE ADDRESS: DAIMLERBENZ

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