



LIMOUSINE



Although there are more expensive motor cars, there can hardly be a more exclusive vehicle than the Daimler Limousine.

Formerly the jealously-guarded privilege of elite and official bodies, the Limousine is now recognised as a highly practical piece of personal and family transport.

One of only a few vehicles still hand-assembled and hand-finished on a 'unit build' rather than production line principle, this motor car masterfully combines venerated craftsmanship with modern engineering.

It's engine is the classic, well-proven Daimler/Jaguar Six-cylinder 4.2 litre power unit, famed for its seemingly limitless reserves of refined power. A GM400 automatic transmission is fitted.

Advanced, all-independent suspension and the latest sound suppression techniques effectively insulate the occupants from road and exterior noise. A sophisticated air conditioning

system is provided, precisely tuned to the ambient temperatures of the Middle East.

For the utmost safety, the Limousine has four-wheel disc braking — a system which Daimler pioneered with independent circuits for front and rear brakes.

The ease of driving is assured by servo assistance to the braking and by power assisted steering.

The Limousine's majestic presence is confirmed by elegant, flowing coachwork. At the rear, the large boot is fully trimmed to protect luggage and automatically illuminated when opened. Ahead, bordered by four large headlamps and two piercing foglights, the fluted radiator grille is surmounted by the famous Daimler monogram.

Without doubt, no other motor car today can go so far towards satisfying the needs of the individual with such dignity.





If ever a car was designed and built for interior comfort, this is it.

The coachwork and interior are utterly unique. With so many optional extras available, in any year, no two identical vehicles may be produced.

Inside, the driver and one passenger are accommodated in the front compartment, with three on the rear seat. Plus a further three passengers on the twin foldaway 'occasional seats' — or two passengers where the optional refreshment cabinet is fitted.

The body length of nearly six metres allows for an enormous passenger compartment, with ample legroom and headroom and with space remaining for accessories and hand luggage.

The lavish specification has been created to satisfy the most demanding standards imposed by the vehicle's traditional duties as transport for royalty, government, VIPs and the leaders of men.

The front and rear seats are upholstered by hand in finest quality leather, West of England cloth or hard wearing Dralon — in the colour of your choice.

In both compartments, luxurious deep-pile carpets rest upon thick felt underlay; the padded roof and door fascias are fully trimmed to match. Lambswool rugs to the rear compartment provide a final touch of luxury.

Standard fittings include independently controlled front and rear air conditioning, front and rear head restraints, central door locking — activated from either front or rear compartment — individually operated electric windows and tinted glass. Controlled from the rear, a Pioneer KE5000 stereo radio/stereo cassette player provides 'concert hall' sound quality through speakers mounted on all four doors. The aerial is raised automatically.

A central division with electrically raised glass partition separates the front and rear compartments.

Efficient controls and elegant fittings are complemented by the use of polished figured walnut for the instrument panels, waist rails and accessory surrounds. It is a material which, from motoring's earliest days, has been synonymous with uncompromised luxury in automotive appointment.

Visibility from the driver's high mounted seat is excellent, and exterior mirrors and quarter lights are provided on both front doors.

The list of extra cost options extends way beyond that of conventional saloons. It includes:

- a magnificent walnut refreshment cabinet;
- a colour television set, with or without video recorder;
- a refrigerator which fits in the boot;
- rear passenger footrests and/or foldaway writing tables fitted to the backs of the occasional seats;
- an additional stereo radio/stereo cassette player, mounted in the front compartment, using only the front door-mounted speakers, with manual rear aerial;
- and a bonnet-mounted flagpole.

In the coachbuilding of the Daimler Limousine, the emphasis is on craftsmanship.

There is no place for a mechanised production technique. In fact less than two Limousines are produced each week to export specifications.

In the assembly shop, each vehicle slowly progresses from unpainted body shell to testing and final despatch under the care of one small group of dedicated workers. Specialised craftsmen who work on no other type of Daimler vehicle.

This is called the 'unit build' system as distinct from a 'production line' and it reaffirms the essentially individual identity of each of these imposing motor vehicles — through the use of natural materials and through the installation of the chosen combination of optional fittings.

The process least touched by modern techniques is unquestionably the selection, preparation and finishing of the walnut veneers and leather upholstery.

Few car manufacturers today use appreciable quantities of leather; Daimler is

probably the foremost user. Only the finest selected English hides are accepted for Daimler seating, supplied fully cured and dyed by the world famous Connolly Brothers curriers.

The prepared hides — or fine English cloths, if specified — are hand-sewn by a highly skilled team who demonstrate genuine pride in their craft.

The exquisitely finished fascia and door cappings are hand-picked from an atmospherically controlled store of walnut veneers and top quality bonded birch.

The veneer grains are meticulously matched, then mounted onto their birchwood base over a cushion of anigre veneer which prevents surface crazing. Now begins a lengthy process of repeated sanding and polishing which reveals all the latent beauty and lustre of the walnut. This alone takes three weeks to perfect.

Eventually, when the Limousine is completed, its woodwork has a unique character, conferred by its own individual grain pattern. Thus it will be like no other Daimler Limousine, and most certainly unlike any other motor car in the world.



Specifications

ENGINE

Six-cylinder, twin overhead camshaft engine, 92mm bore x 106mm stroke (3.625 in. x 4.14 in.) Cubic capacity 4235 cc (258.4 cu. in.) Compression ratio 7.5:1 nominal. Power output 165 bhp at 4250 rev./min. (D.I.N.) Torque 228 lb./ft. at 3000 rev./min. (D.I.N.). Twin S.U. carburettors, with manually operated choke.

FUEL SUPPLY

Two separate tanks — one in each rear wing — total capacity twenty gallons (91 litres). Two electrically operated fuel pumps (one for each tank) controlled by changeover switch on instrument panel. The filter to each tank is concealed beneath a lockable cover.

TRANSMISSION

GM400 automatic transmission. Floor mounted gear selection.

SUSPENSION

FRONT: Independent suspension incorporating semi-trailing wishbones and coil springs with telescopic dampers. Anti-roll bar between lower wishbones. Suspension assembly and steering gear are mounted on a separate subframe which is itself located in the body by rubber mountings.

REAR: Fully independent rear suspension incorporating, on either side, a lower transverse tubular link pivoted at the wheel carrier and subframe adjacent to the differential case and above this, a half shaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium. The whole assembly, together with the differential unit, is carried in an easily detachable subframe which is located in the body structure by rubber mountings.

BRAKES

Servo-assisted disc brakes, featuring quick change pads, are fitted to all four wheels. System divided into two entirely independent hydraulic circuits to front and rear brakes. Handbrake with automatic adjustment operated on rear wheels only. Combined handbrake 'on' and 'low' brake fluid level warning light.

STEERING

Varying ratio power-assisted steering. Ratio 21.5:1 in a straight ahead position varying to 13:1 at full lock. 2.75 turns lock to lock. Steering wheel adjustable for reach. Turning circle 46ft (14.02M).

WHEELS AND TYRES

Pressed steel wheels H70 HR15 radial ply tyres.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

12-volt battery with negative earth system. Four-headlamp system with foot-operated dip switch. Separate lever for actuating headlamp flashing. Sidelamps. Separate stop/tail, direction and reflector units mounted in a single assembly. Twin reversing lamps. Self-cancelling flashing direction indicators with fascia warning lamps. Instruments and labelled switches illuminated by internal floodlighting with two position dimmer switch. Overhead map reading lamp. Twin door sill lamps. Luggage boot illumination controlled by automatic switch. Cigar lighters in front and rear compartment. Twin-blended windtone horns. Twin blade, two-speed, self-parking windscreen wipers. Electrically operated windscreen washers. Pre-engaged starter motor. Oil coil ignition. Speedometer incorporating total trip and distance recorder. Revolution counter. Battery condition indicator. Oil pressure gauge, water temperature gauge, fuel gauge, combined handbrake 'on' and 'low' brake fluid level warning light. Separate transistorised time clock in front compartment. Twin front foglamps.

BODY AND INTERIOR

All-steel four-door eight-seater Limousine body, rustproofed and treated for maximum sound deadening characteristics. All doors forward hinged on concealed hinges. Accommodation

for two persons including driver, on bench type front seat, three persons on rear seat, and further accommodation for two forward facing fold away occasional seats (three if refreshment cabinet not specified). Front, rear and occasional seats are upholstered in West of England cloth or finest quality leather. Rear seat squab incorporates folding central armrest. Armrests are fitted to both front doors. Side armrests in rear compartment incorporate courtesy light switch and, on one side only, the heater controls. Floors in both compartments have fitted carpets over thick felt underlay. A lambswool rug is fitted in rear compartment footwell. Roof and door fascias are padded and fully trimmed to match. Instrument panel, waist rails and wooden trim pieces in polished figured walnut. Screen rail and waist mouldings are safety padded. The waist rail incorporates ashtray and cigar lighter. Padded bulkhead in front compartment incorporates large map pocket. Window frames, door sill cappings and rain gutter finishers are chromium plated. Instruments and lockable glove box are neatly arranged in the main fascia panel, below which are located the heating and air conditioning controls. Front doors have pivoted quarter lights; in the rear compartments are forward hinged quarter lights. Electric windows are provided front and rear. Sun visors. Four grab handles in rear compartment. Inertia reel front seat belts, seat belt anchorages in rear. Overhead map reading lamp in front compartment operated automatically by front doors and manually by switch on fascia. Twin overhead lamps and twin door sill lamps in rear compartment operated automatically by rear doors and manually by switch incorporated in armrest. Central division and rear window blinds and rear side window curtains fitted. Pioneer KE5000 stereo radio/Stereo cassette player is fitted in rear, with speakers fitted to all four doors, and electrically operated aerial.

AIR-CONDITIONING AND HEATING

Twin air conditioning systems provided, independently controlled, for front and rear compartments. Fresh air dual heater unit capable of delivering a large volume of air at high or ambient temperature. Separate heating to rear compartment and separate supply controls. Air outlets, for through ventilation, are incorporated in the rear parcel shelf. Heated rear window.

LUGGAGE ACCOMMODATION

Ample luggage accommodation is provided in the very large boot, which is fully trimmed to protect luggage. Illumination is provided by an automatically controlled interior light operated by opening the counterbalanced boot lid.

SPARE WHEEL AND TOOLS

The spare wheel is carried vertically in the luggage compartment and is readily accessible. A comprehensive set of tools is supplied and this, together with the wheel-changing equipment, is fitted behind the spare wheel, which is supplied with a protective cover.

JACKING

Jacking posts on each side enable the car to be lifted with the minimum of effort by means of the jack provided.

LEADING DIMENSIONS

Wheel base 11ft 9in (3.62M) track front and rear 4ft 10in (1.24M), overall length 18ft 10in (5.51M), overall width 6ft 5 1/2 in (1.99M), overall height 5ft 3 1/2 in (1.63M), ground clearance 7in (17.7cm), turning circle 46ft (14.02M) (approx) dry weight 42cwt (2133kg).

OPTIONAL EXTRAS

The list of extra cost options extends way beyond that of conventional saloons. It includes: a magnificent walnut refreshment cabinet; a colour television set, with or without video recorder, a refrigerator which fits in the boot; rear passenger footrests and/or foldaway writing tables fitted to the backs of the occasional seats; an additional stereo radio/stereo cassette player, mounted in the front compartment, using only the front door-mounted speakers, with manual rear aerial; a bonnet mounted flagpole; intercom; rear seat belts; duo-tone colours.

