

1971 Mercedes-Benz 220D

4dr Sedan • 4-cyl. 2195cc/65hp DFI

#1 Concours condition

\$25,600

↘ -7.9%

#2 Excellent condition

\$14,100

↘ -16.1%

#3 Good condition

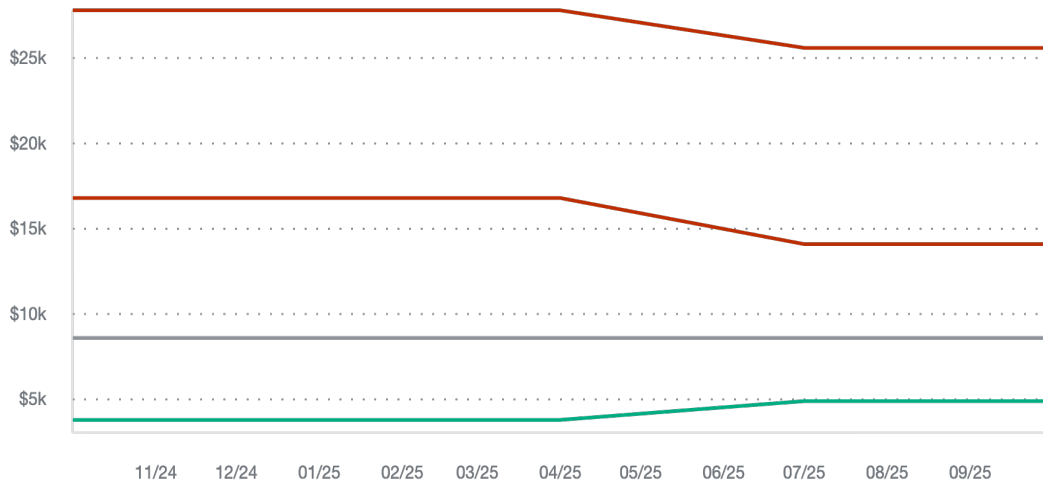
\$8,600*

○ 0%

#4 Fair condition

\$4,900

↗ +28.9%



NOTE: The chart displays price changes for the last year.

Model description

Mercedes-Benz eschewed the fins of the previous W110 series with the introduction of the Paul Bracq-designed W114/115 "Strich Acht" cars in 1968. This new design was available in sedan and coupe form and rode on a newly designed chassis that consisted of a ball joint independent front suspension with unequal-length A arms and coil-over shocks, while semi-trailing arms made up the rear. Discs all around were utilized for stopping these substantial cars. The W114 range consisted of gas I-6 engines ranging from 2.3 to 2.8 liters (230C, 250C, 280C, 250C, and 280C for coupes—an "E" suffix denotes rare fuel injection), while the W115 range consisted of gas and diesel I-4 engines of between 2.0 and 2.4 liters displacement (200/200D, 220/220D, 230.4, 240D). Starting in 1973, the W115 series also included a diesel I-5 with the 240D 3.0 and 300D cars.

Well over 1.9 million sedans and 67,000 coupes were built from 1968 to 1976 with a subtle change in styling from the windshield forward appearing in 1974 as well as 5-mph bumpers on U.S. market cars that same year. Transmission choices included four-speed manuals and automatics for all body styles except the I-5 diesel 240D and 300Ds, which were automatic only. A five-speed manual was a rare option on coupes with few making it to the U.S., and a car so equipped with equally rare fuel injection has to be one of the most desirable cars in this wide ranging series.

The W115 and W114 series cars have been referred to as "tank-like" by their enthusiastic following due to their robust construction and reliability, and all permutations of body, engine, and transmission make this Mercedes a choice for many different drivers. Rust compromising the car's unibody structure as well as dry rot in rubber suspension fittings and bushings are areas of concern in all Mercedes-Benzes of this era, and potential owners should pay attention to these two areas when considering a W114 or W115.

Body styles

4dr Sedan

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Engine types

4-cyl. 2195cc/65hp DFI

1968-1976 Mercedes-Benz W114 & W115 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$170,185	\$345	\$42,000	313

Equipment**Additional Info**

Shipping Weight: 3036 lbs

Vehicle Length: 184.4 in

Wheelbase - Inches: 108.3 in

Vehicle's condition classification**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.