



Daimler



DB 18

Large Saloon And Coach Built Specials

1946 - 1948

A development of the prewar Daimler 15. It used the 2.5 litre engine that had been refined in the Scout car to give more power and economy. As well as the basic saloon the chassis and running gear was used by a number of coach builders to produce striking cars of some elegance

SPECIFICATION.

Layout: 4 door 4/5 seater saloon with a steel body on a separate chassis. Front engined with rear wheel drive. The body was a mixture of steel and aluminium due to post war rationing of steel. The specials tended to have a greater proportion of aluminium. The car featured an in built jacking system.

Engine: A straight 6 cylinder engine of 2,522cc capacity , bore & stroke 69.6x110.49 cc. Push rod operated overhead valves, Compression ratio 7 to 1. 70 BHP at 4,200 rpm Maximum torque 116 ft lbs at 2,200 RPM. Single SU carburettor. The specials used twin SU carburettors and gave 85 BHP.

Transmission: Four speed pre-selector gearbox.A Daimler fluid flywheel with a final Hypoid bevel drive.

Suspension, Steering, & Brakes: Front:- Independent by coil springs and hydraulic dampers. Rear:- semi elliptic leaf springs with hydraulic dampers with anti sway bar. The steering is by Marles worm and double roller and the brakes are Girling mechanical drums.

PERFORMANCE.

Top Speed;	70.0	M.P.H.	
Acceleration;	0-30	M.P.H.	9.5 secs.
	0-50	M.P.H.	21.0 secs.
Fuel Consumption	15-17	M.P.G.	

DIMENSIONS:

Wheelbase	114	ins.
Length	180.5	ins.
Width	64.5	ins.

PRICE:

On launch:- Chassis £815, Saloon £1,304-1s-8d, Folding head coupe £1,425- 9s- 5d

PRODUCTION:

Total Approx 2,500



The
Daimler
&
Lanchester
Owners' Club

