



Daimler



DK400

LIMOUSINE & SPECIAL

1955 – 1957

. This design was an attempt by Daimler to regain the Royal patronage it had held for 60 years. The Royal Household had turned to Rolls-Royce. It is rumoured that they were unhappy at being associated with the Docker Daimlers. Ironically one of the last Docker Daimlers, the Golden Zebra Car, was built on this Chassis. No DK400's went to the Royal Mews; one did go to HM the Queen Mother who remained faithful to Daimler. It was designed specifically for the "carriage trade" intended to be chauffeur driven. There was a landaulet, and 2 coupes the rest being limousines

SPECIFICATION.

Layout: The basic layout is a front-engined rear wheel drive vehicle with a separate chassis and a coach built 8-seater body mainly by Hoopers, although Car Bodies, part of the BSA Group, did make some cars.

Engine: An in line 6-cylinder engine of 4,617cc capacity, 95.25mm bore and 107.95mm stroke, with overhead push rod operated valves. A compression ratio of 6.53:1, with twin carburettors and a maximum power of 127bhp @ 3,600rpm

Transmission: A non-overdrive 4-speed pre-selector gearbox, a Daimler fluid flywheel and a Hypoid final drive

Suspension, Steering, & Brakes: Girling hydraulically operated drum brakes with 13" drums. Independent coil springs to the front with semi elliptic springs to the rear with Girling telescopic dampers. The steering is by Burman recirculating ball

PERFORMANCE.

No performance figures are available, as they would depend on the weight of the body, which depends on the specification.

DIMENSIONS:

Length	18ft-1in
Width	5ft-10.5in
Turning circle	45ft
Weight depending on body type	approximately 40cwt (2,000 Kilo grams)

PRICE:

For standard limousine £3,249.10s.10d

PRODUCTION:

13 by Hooper

An unknown number by Car Bodies



Daimler
&
Lankester
OWNERS' CLUB



