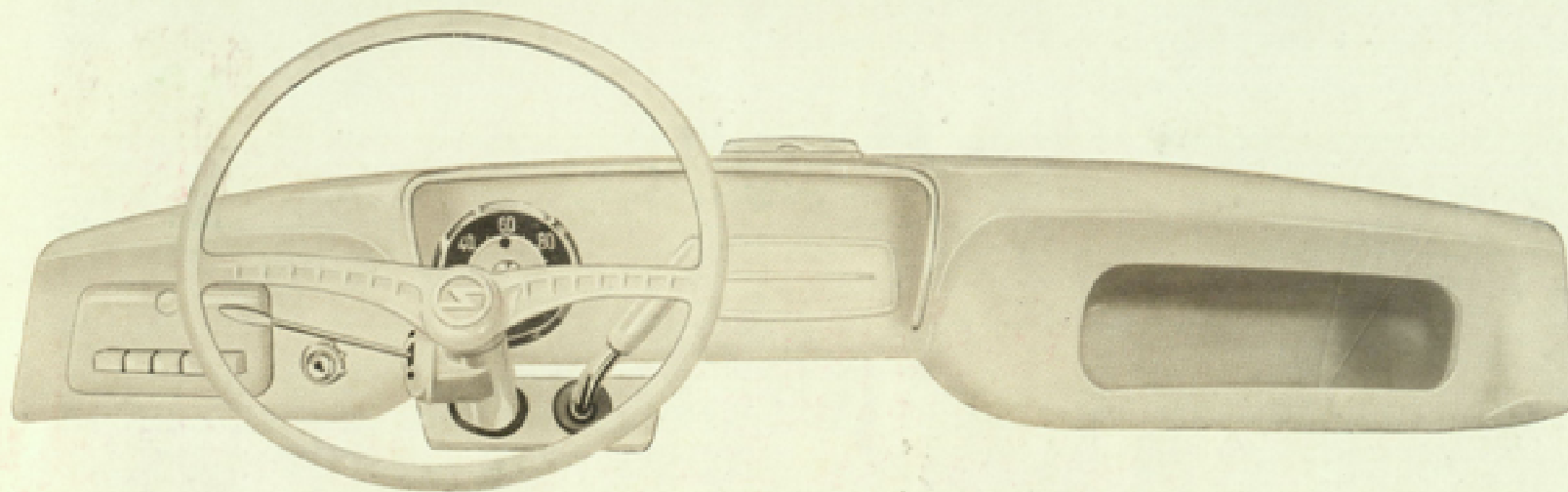


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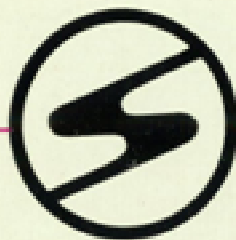
Trabant

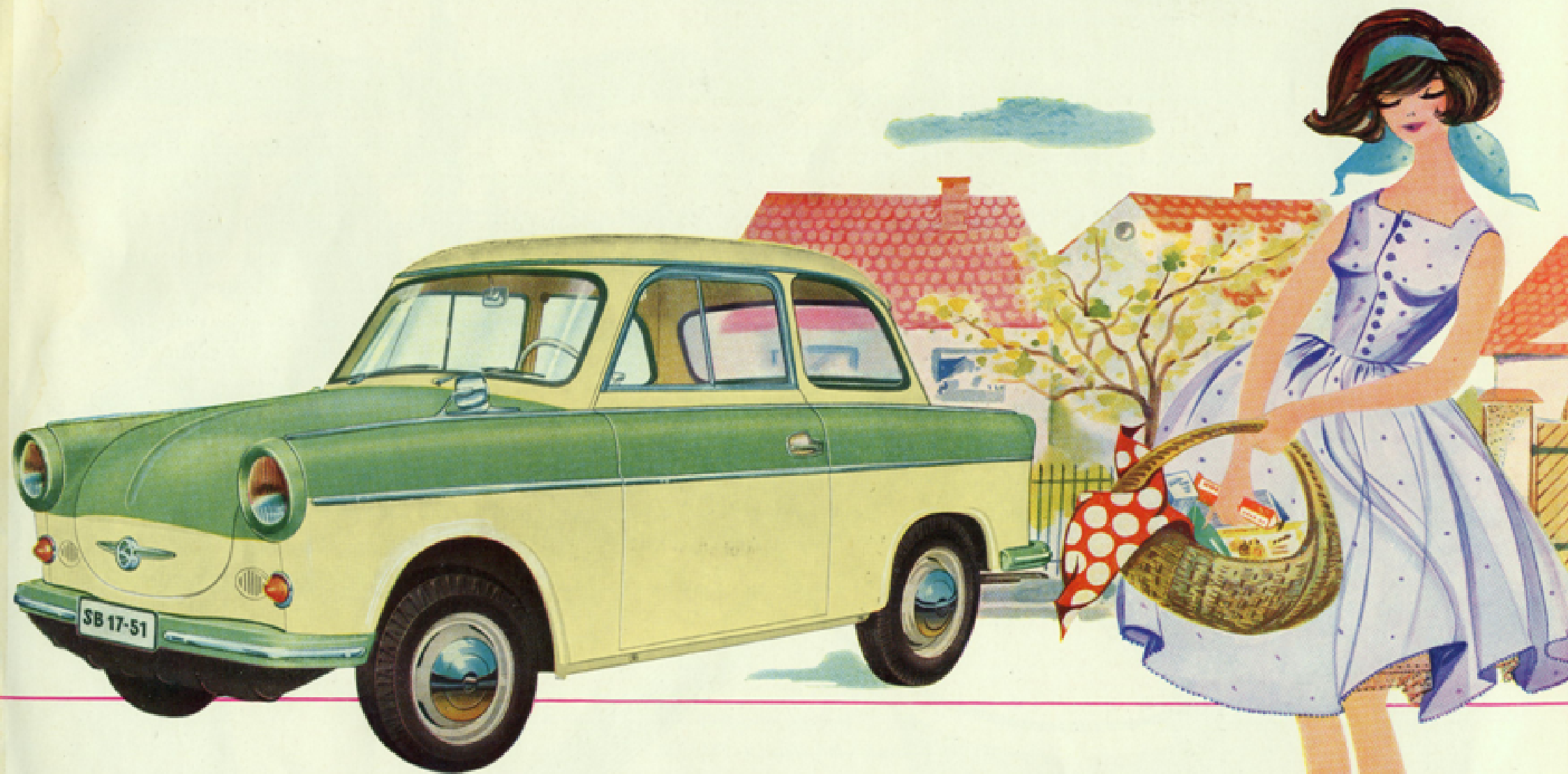


Take a seat, please, will you not?

You are invited to become familiar with the TRABANT, the light car full of temperament, TRABANT is a name filled with liability, the liability to be always your true companion, and it's your very right to expect much of it:

Your companion has to be reliable and to be ready for you any instant; comfort you are anticipating from it, but most of all, time-saving agility, thus inherent economy and honest practicality. All these features - thereupon you may rely - have been favourably united within the TRABANT!





TRABANT Saloon

Sculptured to clarity of contours, offering captivating driving characteristics, and showing delightful colour schemes, that is the way in which the TRABANT is presenting himself to you. Four colour schemes being at your choice.



No doubt, you want to examine the TRABANT more closely, don't you? Don't hesitate to do so, as there are many features worth considering narrowly:

Unitary body and chassis construction; the steel sheet structure of which has been lined with the shortly developed, though thousandfoldly approved Duroplast sheet material.

Ingenious seat arrangement resulting in a roomy comfort beyond its class. Driving stool with air-cooled engine; four gear and front-wheel drive.

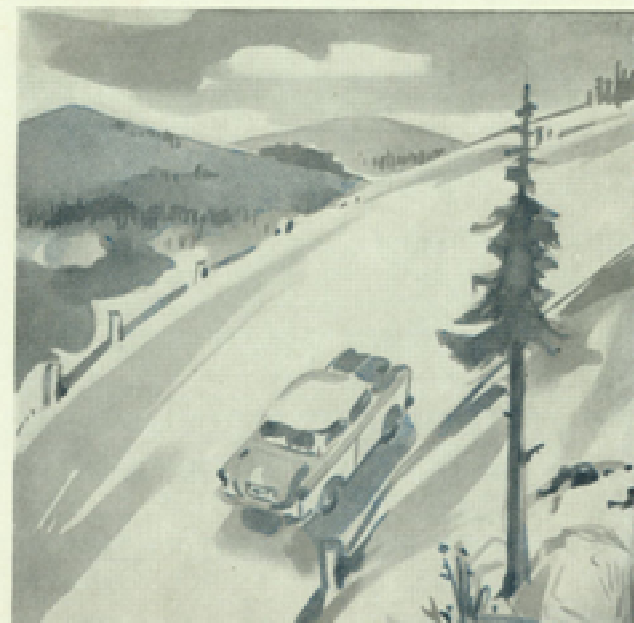
Small turning circle (appr. 10 metres - 32 ft).

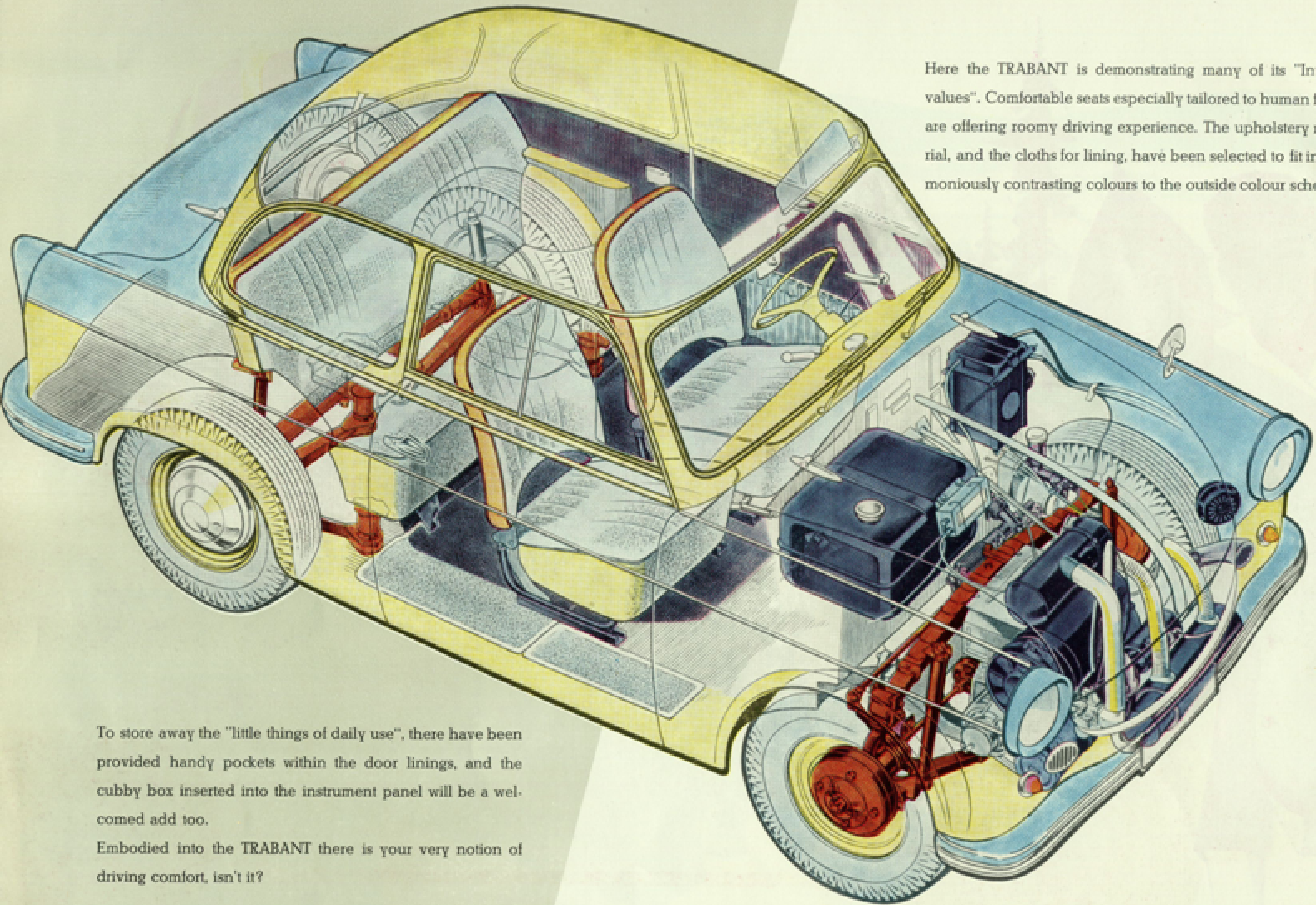
High accelerating capacity in union with an impressive touring speed level.



There are, however, some more "personality features".

Even in the mountains, the TRABANT is meeting the demands. It climbs gradient up to 32 per cent, and by means of its hydraulic four-wheel brake, and this is of the greatest importance, you will be in the position to do safely longest sloping distances, and to master hazardous situations without any difficulty.





Here the TRABANT is demonstrating many of its "Interior values". Comfortable seats especially tailored to human forms are offering roomy driving experience. The upholstery material, and the cloths for lining, have been selected to fit in harmoniously contrasting colours to the outside colour schemes.

To store away the "little things of daily use", there have been provided handy pockets within the door linings, and the cubby box inserted into the instrument panel will be a welcomed add too.

Embodied into the TRABANT there is your very notion of driving comfort, isn't it?

The TRABANT's winter performances will be for you an enhancing experience, too. The car's front-wheel drive is giving an excellent traction value on ice and snowy roads, which is making the TRABANT almost independent from road conditions. Due to its air-cooled two-stroke engine, which is being another plus-feature, it is starting easily even on very cold days. Besides, the adjustable air-heating plant is maintaining snug comfort within the cabin always.





Even our youngsters want to know the exact figures:

Top speed around 100 km / 62 miles per hour.

Average fuel consumption: 6.8 liters per 100 km

1.5 Imp.gallon per 62 miles

2.4 Imp.gallon per 100 miles

A torque of 4.5 mkp at 2750 r.p.m., thus two cylinders only are producing 20 HP at maximum 3,900 r.p.m.

Within the engine compartment, all machinery units have been arranged orderly and easily accessible.

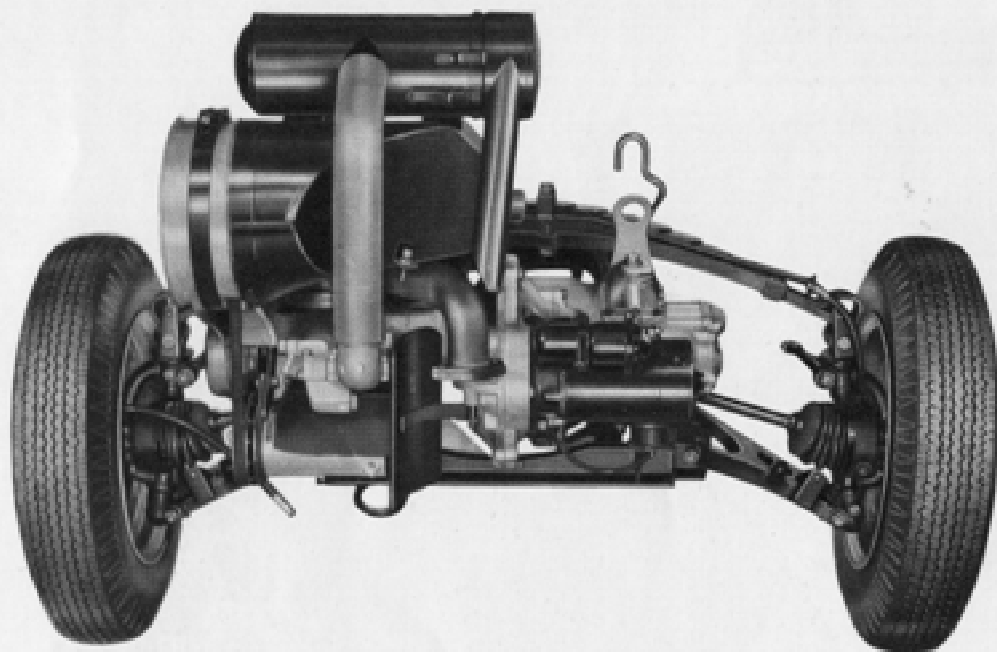


The TRABANT Station Car is the very multi-purpose car. It will meet your requirements with many a job, and will serve you readily with sports and camping.

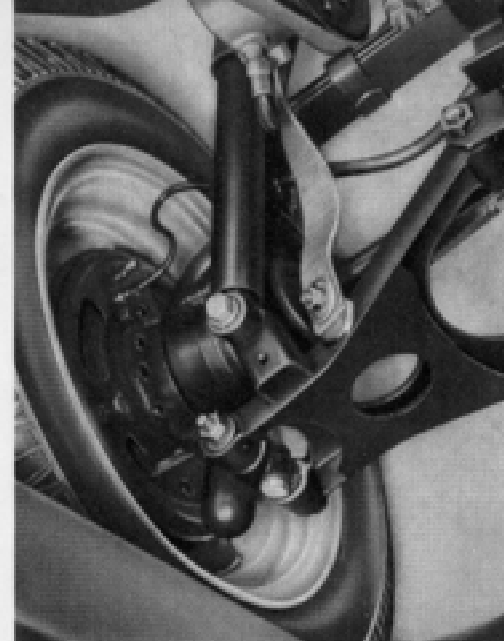
It stands to reason that the TRABANT Station Car can be driven with four seats, just as you will drive the Saloon, and notwithstanding you are disposing of an additional luggage accomodation for a payload of approx. 176 lb.

If there will be two adult passengers only, the rear seats can be folded so that the ampler luggage room will spacely accomodate a load of 465 lb. Pretty combinations, arn't they? A broad rear door is closing the luggage compartment, through its window granting excellent rear visibility.

For multi-purpose jobs outstanding and noteworthy features.

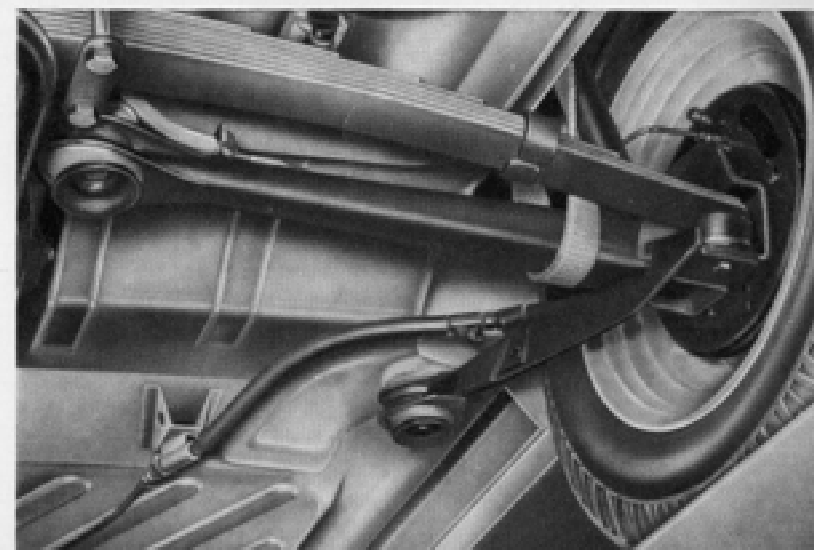


Here, the whole driving arrangement is demonstrated. Engine, gearing and axle drive are mounted all to an adequately constructed fitting frame. As a connection with the fitting frame, there are to be loosened two flanges only, each with three screw joints, to may remove the whole front wheel driving unit from the lifted body. This is the best solution ever found out, it assists in saving time and money.



Both the front wheels have been suspended independently at the upper cross leaf spring and the lower steering arms either to the right or to the left sides respectively.

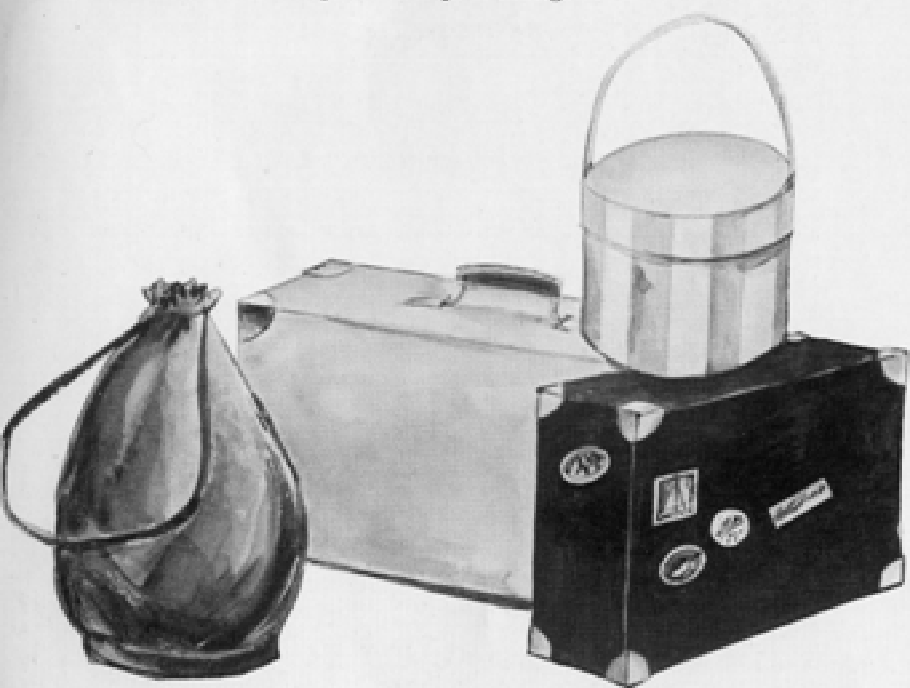
The rear axle, basically constructed as an inclined jointed cross shaft axle, has been springingly mounted to a progressively acting cross leaf spring, and it is guided by a triangle connection. By means of the wheels, the shocks from the road are transmitted to double-acting telescopically operating shock absorbers, a method which is resulting in the excellent driving comfort of the TRABANT.



Concluding we cannot but wishing you a "good luck" for your first start. The luggage is already waiting for being placed into the luggage compartment which is of such a roomy design that you can take along with you an astonishingly large volume which, no doubt, will cover all your travelling needs. In case of need, due to the reasonable placing of the spare wheel, any removal or repacking of luggage will be unnecessary.

By a remote locking arrangement at the left door frame, the luggage compartment is secured from "unauthorised inspections". So, all your many requirements have been met with ingeniously.

The TRABANT - the light car of your liking!





TECHNICAL DATA

Engine:

Two-stroke Otto engine with rotary inlet valve

2 cylinders, cross to the driving direction

Bore and stroke: 66x73mm = 2.60x2.87 in.

Cubic capacity: 500 c.c.

Compression ratio: 7:1

20 B.H.P. at 3,900 r.p.m.

Max. torque 4.5 mkp at 2,750 r.p.m.

Three roller bearing crankshaft

Petrol mixture lubrication

Air-cooled, axial fan with V-belt drive from crankshaft

BVF-flat draught carburettor 28 HB 2-1

Petrol tank below engine bonnet

5.3 Imp. gallon (24 litres)

Battery ignition

Battery 6 volt, 56 Ah

Transmission:

Single dry plate clutch

Four forward speeds, one reverse speed

Overall ratios: Top 1.03

3rd 1.52

2nd 2.32

1st 4.08

reverse 5.34

Lever-type steering at the steering column

Blockable freewheeling

Front axle drive with differential bevel gear over double cardan shaft

Axle ratio: Limousine 4.33

Station Car 4.94

Platform frame with sheet steel structure, welded together to form a unitary body and chassis construction

Body shell with outer lining of Duroplast

Single wheel suspension of the front wheels at the lower steering arm and at the upper cross leaf spring

Jointed cross shaft rear axle with single wheel suspension at triangular guides and cross leaf spring with progressive action

Double-acting telescopic shock absorber at front and at rear

Rack and pinion type steering

Turning circle appr. 10 meters = 32 ft.

Hydraulic foot brake on all four wheels

Hand brake operates mechanically on the rear wheels

Disc wheels 4 | X 13

Tyres 5.20 X 13 in.

General Particulars:

Wheel base 2020 mm 79 1/2 in

Wheel gauge front 1200 mm 47 1/4 in

rear 1240 mm 49 in

Ground clearance 180 mm 7 in

Overall length 3361 mm 132 1/4 in

Overall width 1493 mm 58 3/4 in

Overall height 1460 mm 57 1/2 in

Total weight incl. payload

Complete weight, including fuel and oil

Payload capacities:

Top speed

Touring speed

Nominal fuel consumption

Saloon car 950 kg 2094 lb

Station car 1000 kg 2204 lb

Saloon car 620 kg 1367 lb

Station car 660 kg 1455 lb

Saloon car 330 kg 727 lb

Station car 4 adults and 80 kg = 176 lb luggage
or 2 adults and 210 kg = 463 lb luggage

Saloon car 100 km = 62 miles per hour

Station car 90 km = 56 miles per hour

Saloon car 85 km = 53 miles per hour

Station car 80 km = 50 miles per hour

6.8 litres = 1.5 Imp. gall. per 100 km

10.9 litres = 2.4 Imp. gall. per 100 miles

(Depending on the resp. driving speeds varying between 6 and 8.5 litres per 100 km)

In favour of technical progress alterations reserved

VEB SACHSENRING AUTOMOBILWERKE ZWICKAU/DDR



EXPORTEUR:

TRANSPORTMASCHINEN EXPORT-IMPORT

DEUTSCHER INNEN- UND AUSSENHANDEL - BERLIN W3
DEUTSCHE DEMOKRATISCHE REPUBLIK

AUG 15 1968