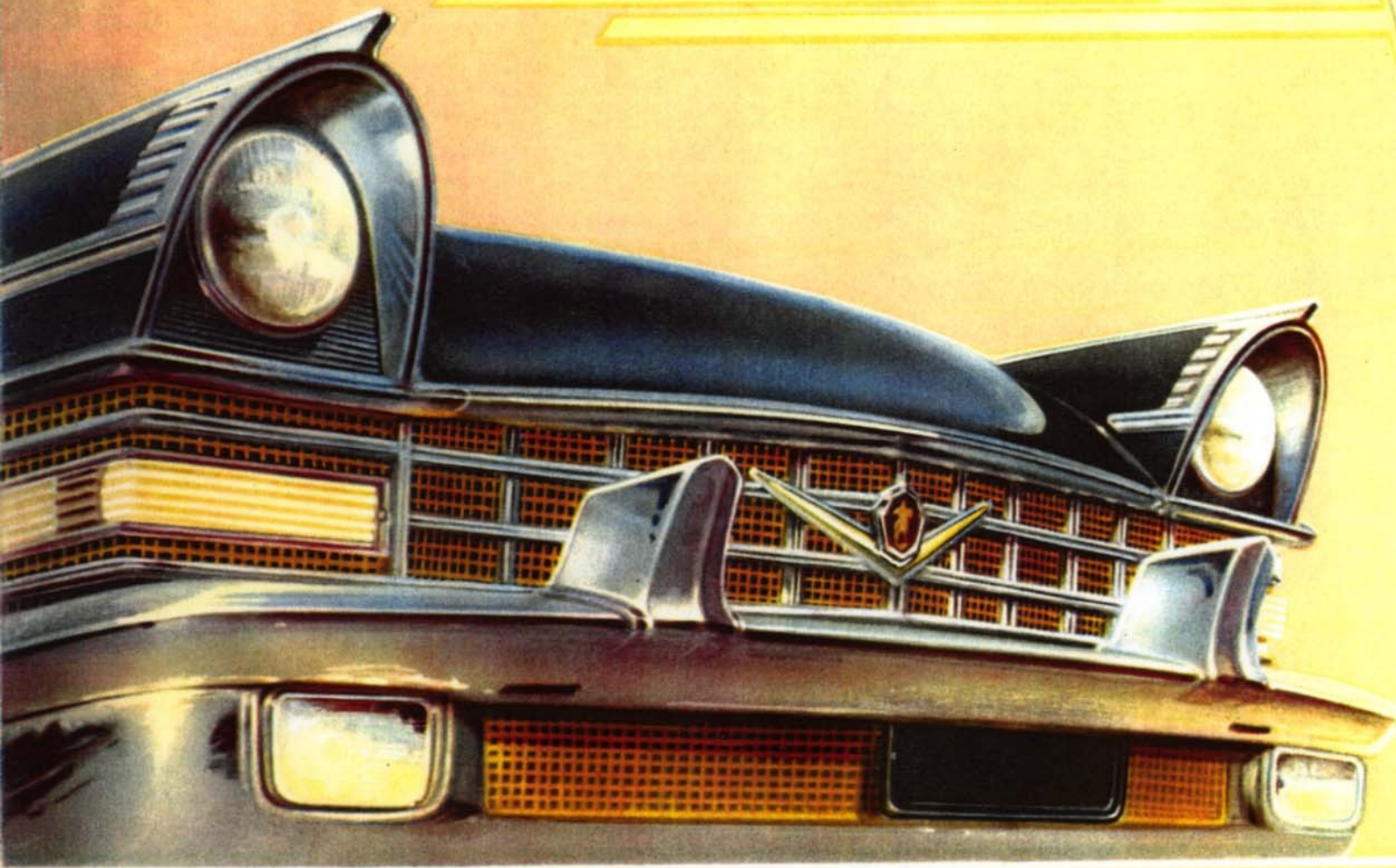


Зул-111



Russische Klassieker
Club Nederland



1960

Russische Klassieker
Club Nederland

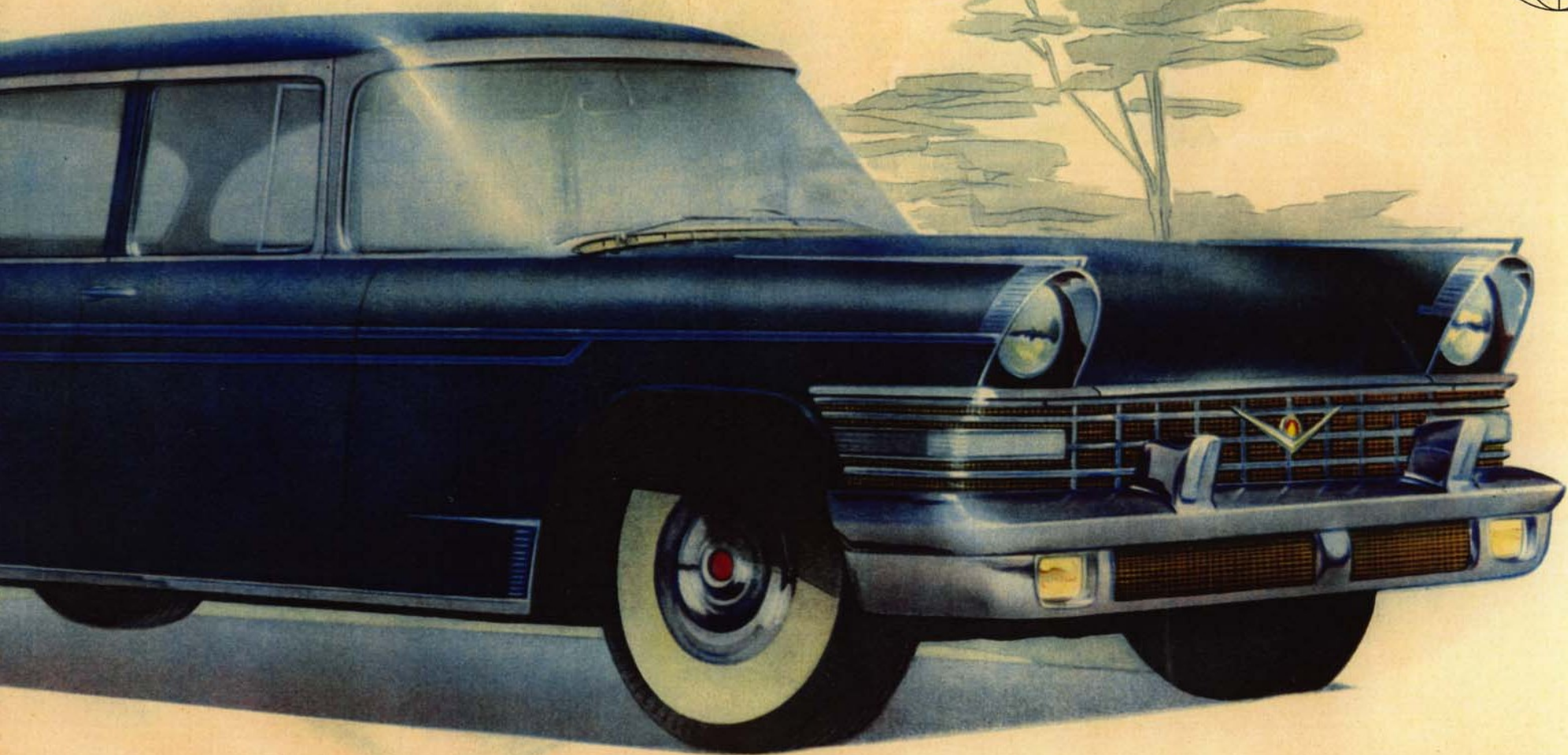


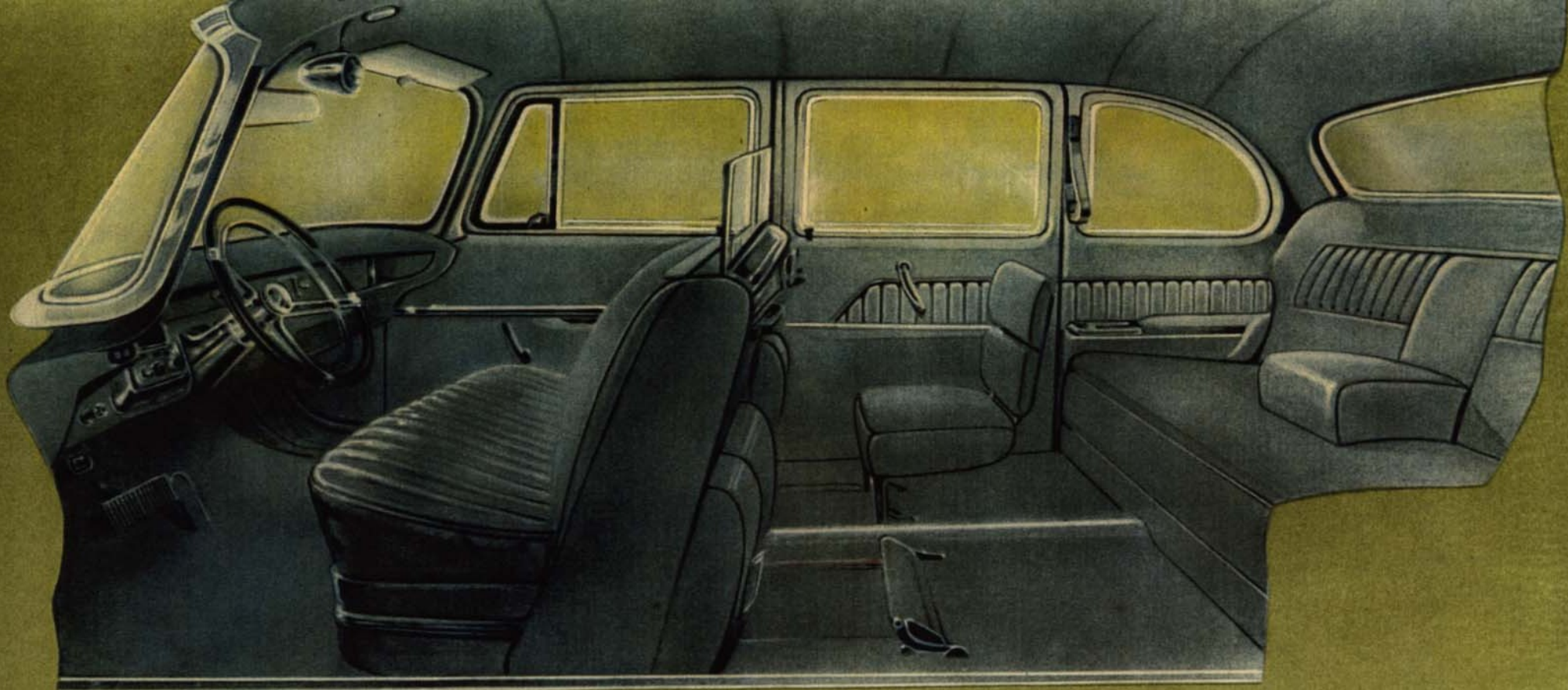
AUSTERE APPEARANCE . . .

The ЗИЛ-111 car has a modern and austere appearance, high performance and excellent road stability; it is comfortable and easy in driving. All the units are reliable, lasting and handy in servicing and repair. The high quality of the ЗИЛ-111 car is attained due to use of all recent developments in automobile engineering as well as of the best materials and of the newest methods of production.



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COMFORT . . .

Roominess of both passenger and driver compartments and rational design of seats afford comfortable accommodation for the passengers and the driver. The panoramic windshield and rear window ensure almost all-round visibility and provide with plenty of light. The ventilating and heating systems provide with fresh air and allow to maintain the desired air temperature level during cold seasons. The interior of a car has been finished in luxurious and austere style.

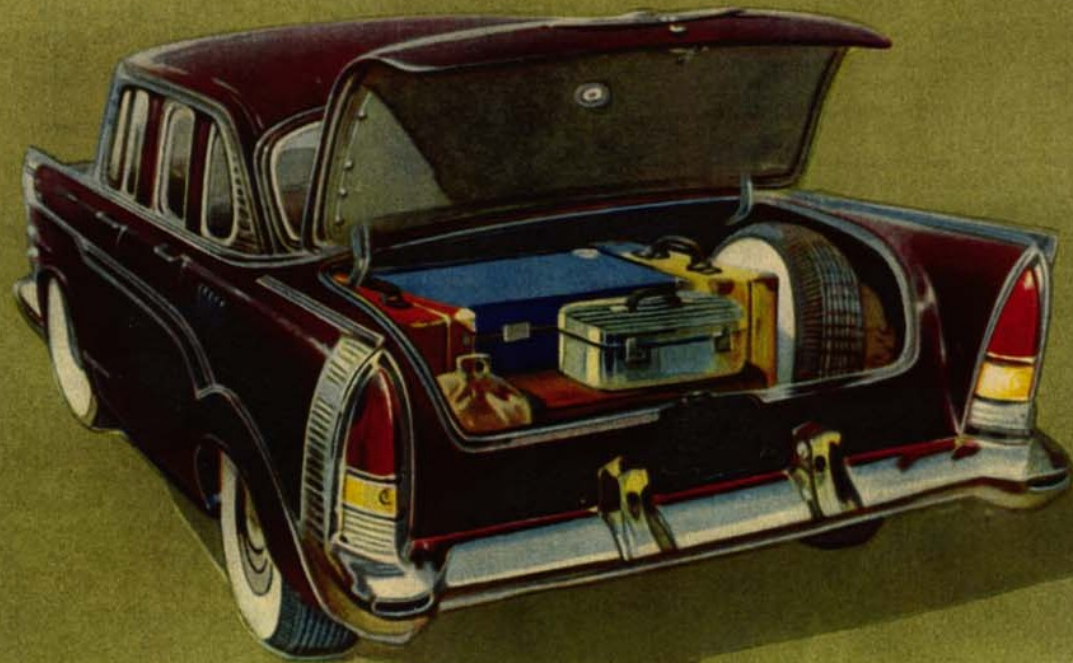
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LUGGAGE COMPARTMENT CAPACITY . . .

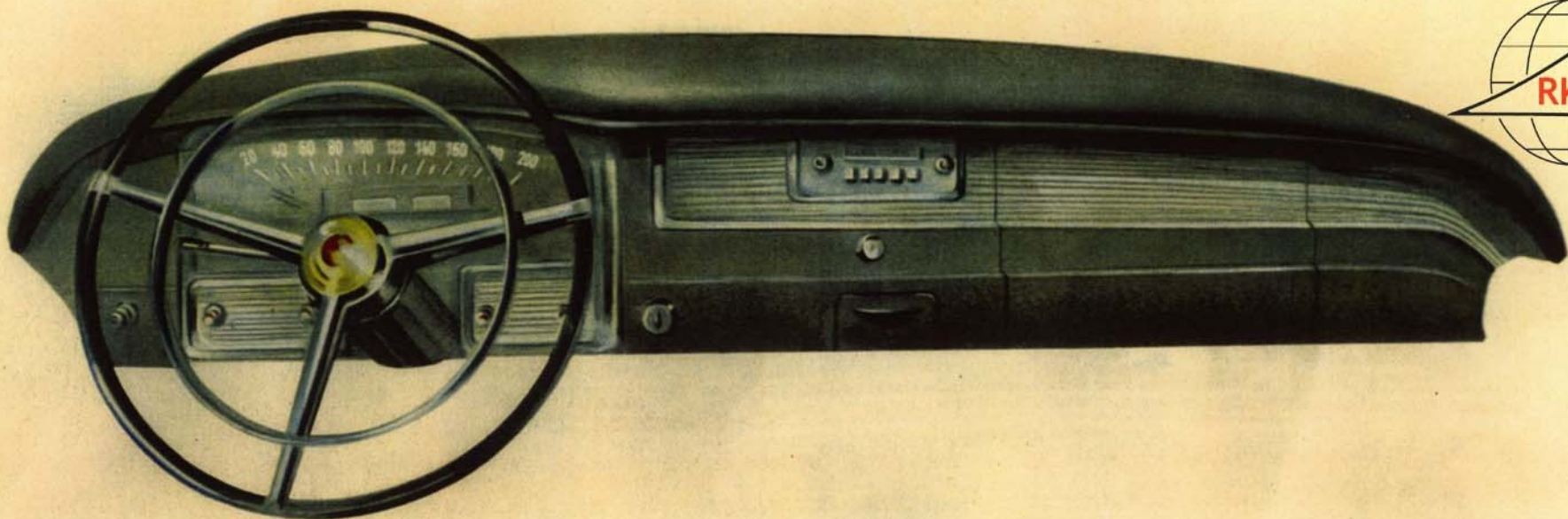
The luggage compartment being almost one cubic metre capacity can accommodate a considerable amount of luggage. A spare wheel is conveniently placed in the compartment. Reliable seals protect the luggage compartment against dust and moisture.

The spring device makes the compartment lid easily open and close and securely fixes it when lifted. When opening the lid, the dome lamp light switches on and thus illuminates the interior part of the compartment.



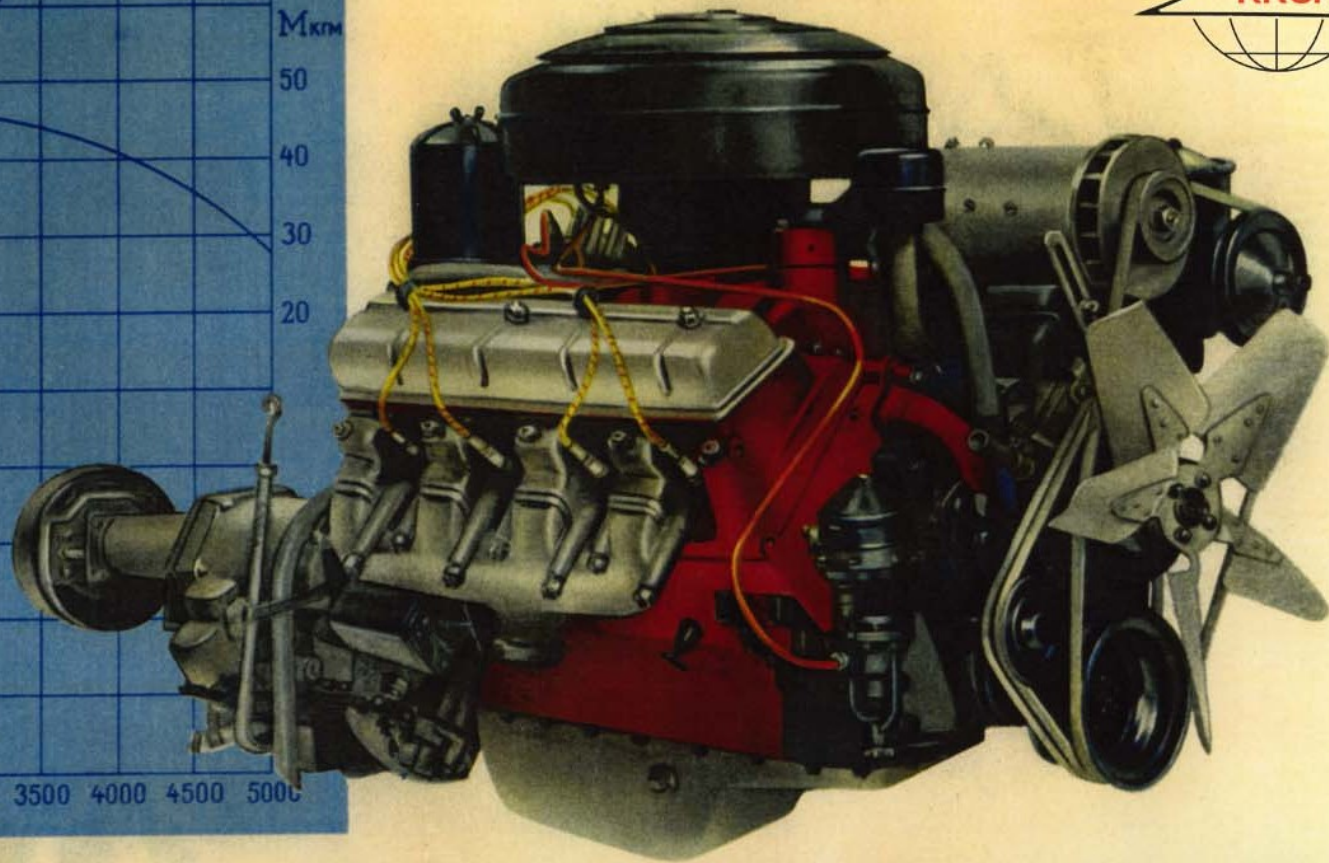
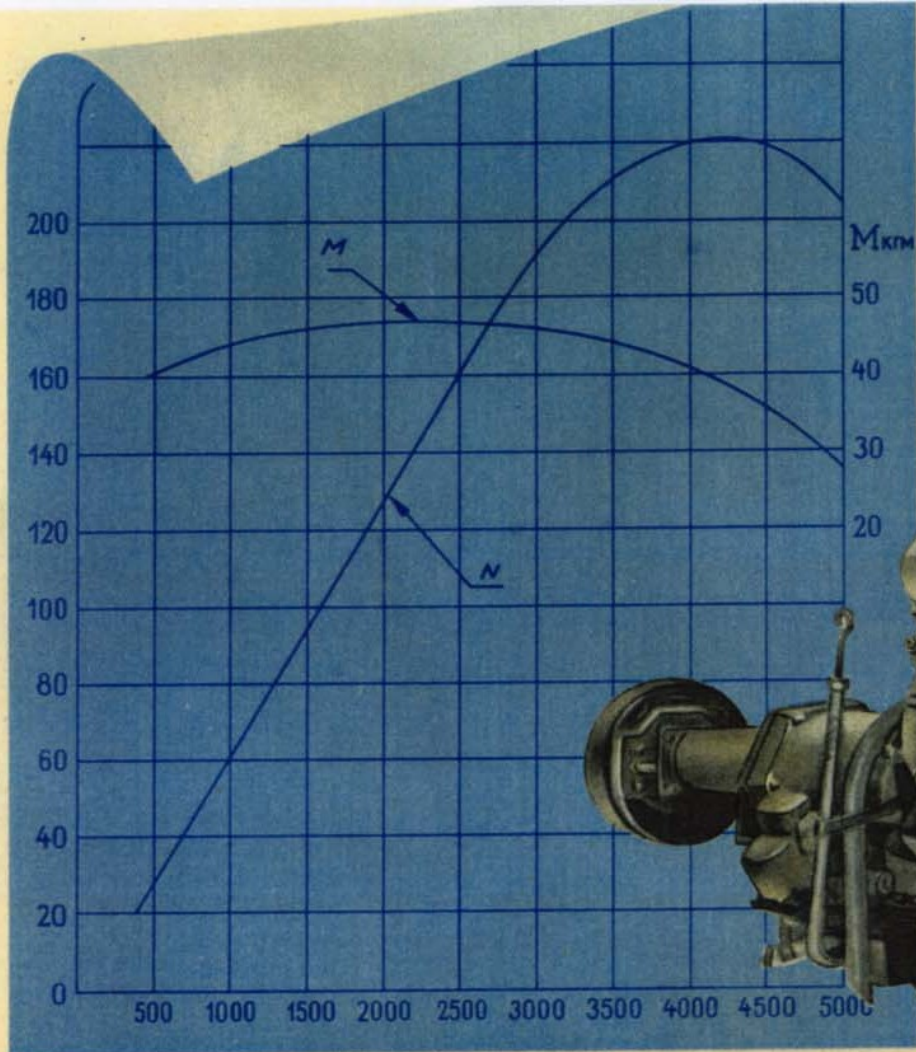
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EASY DRIVING...

All instruments and controls are well visible and easily accessible to the driver. For the driver's and passengers' safety riding the steering wheel has a deep sunk centre and the top of the instrument panel is provided with a foam rubber pad, covered with leather which eliminates dazzling reflections of sunlight. Light signals on the instrument panel show the extreme fall of oil pressure in the engine and temperature rise of cooling water as well as the fact that the hand brake has not been released yet.



220 HORSE-POWER . . .

The super qualities of the ЗИЛ-111 car to a great extent depend on a new powerful, economical and wearproof engine and torque converter which improves acceleration, makes the car more comfortable and reduces the driver's effort.

The ЗИЛ-111 engine installed on a car actually develops 220 h. p.



SPECIFICATIONS

ENGINE — 8-cylinder, V-type, carburetter, 4-stroke with overhead valves. The combustion chamber is of a wedge type and fully machine-finished. Cylinders are provided with removable wet liners.

Displacement 5.98 l. Bore 100 mm. Stroke 95 mm. Compression ratio 10.5 to 1. Maximum power 220 h.p. at 4200 r.p.m. Fuel—motor petrol of not less than 89 octane number.

LUBRICATION SYSTEM — Combined type with two-stage oil filtering and cooling in the oil cooler.

FUEL SYSTEM — Four-barrel downdraft carburetter. Air cleaner — with oil bath and intake silencer; fuel pump—diaphragm, hermetically sealed. Fuel tank capacity 80 l.

EXHAUST SYSTEM — Separate to cylinders of each side.

COOLING SYSTEM — Hermetically sealed with forced circulation. Fin-and-tube radiator with shutters controlled by thermostat.

GEAR BOX — Single-stage, 4-element torque converter with stall-torque ratio 2.60 to 1 and additional planetary gear box providing two forward ratios (1.72 to 1 and 1 to 1) and one reverse (2.39 to 1).

CONTROL — Automatic type admitting the driver's interference.

The over-ruling control is electrically effected by means of push buttons on the instrument panel.

PROPELLER SHAFTS — Two, open, tubular type with an intermediate support.

REAR AXLE — Pressed, banjo type housing. Final drive—hypoid, gear ratio 3.54 to 1. Axle shafts are semi-floating type.

FRAME — Riveted and welded with an x-cross-member and closed box section side-members.

SUSPENSION — Front—*independent wishbone type on coil springs with lever shock absorbers and torsion-bar sway stabilizer.* Rear—on semi-elliptic leaf springs with telescopic shock absorbers.

WHEELS — Disk, steel, pressed, ventilated.

TYRES — Low pressure, tubeless with white side walls, size 8.90—15.

STEERING — Hydraulic power assisted. Gear type—the worm with nut on recirculating balls and gear sector. Steering overall ratio 22.4 to 1, gear ratio 17.5 to 1.

BRAKES — Foot—drum type, hydraulic control with vacuum power. Hand—drum type with inner shoes mounted on the hydraulic drive output shaft, mechanically operated.

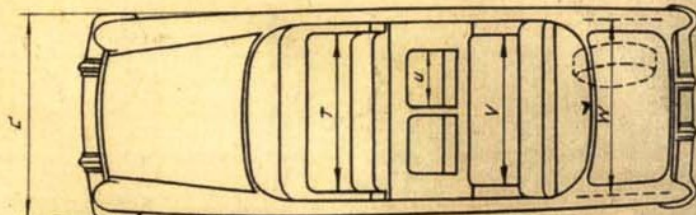
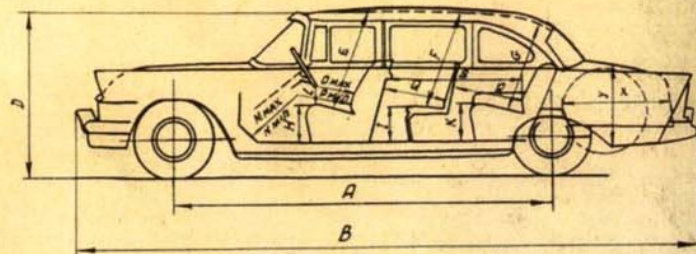
ELECTRICAL EQUIPMENT — 12 volt, 500 watt generator, 68 ampere-hour storage battery, 14 mm spark plugs.

BODY — All metal, closed, 7-seater, 4-door limousine, with two occasional seats. The windshield and rear window are panoramic.

BODY STANDARD EQUIPMENT includes: electrical two-brush windshield wiper, vacuum operated windshield washer, ventilating and heating systems with windshield and front door windows defrosters, glass-door and partition risers provided with a separate electric drive, electric clock, five-band radio receiver provided with an automatic tuning and separate loud speakers, and also with control panels in passenger and driver compartments, automatic antenna with an electric drive, leather covered and electrically adjusted front seat.

BODY AUXILIARY EQUIPMENT comprises an automatic air conditioning system.

LEADING DIMENSIONS — Wheelbase 3760 mm. Wheel-track: front 1570 mm, rear 1650 mm. Ground clearance (under engine) 195 mm. Overall dimensions: length 6140 mm, width 2030 mm, height (when loaded) 1640 mm.



A	B	C	D	E	F
3760mm	6140mm	2030mm	1640mm	970mm	940mm
G	H	I	K	L	M
890mm	350mm	345mm	370mm	150mm	1075mm
N	O	P	Q	R	S
975mm	330mm	230mm	635mm	695mm	1360mm
T	U	V	W	X	Y
1520mm	635mm	1400mm	1700mm	1000mm	600mm