

# NSU Sport-PRINZ



A car that turns every head . . .  
What lovely lines!  
What perfect proportions!  
One of the world's most beautiful cars . . .  
NSU's Sport-Prinz Coupé.  
Every angle - every curve  
is perfectly conceived by Bertone,  
Italy's great artist in car design.  
Exciting to look at . . . and even more  
exciting to drive. Under these beautiful  
lines is concealed the most advanced  
thinking in modern automobile design.  
Never have NSU's skilled craftsmen -  
famous throughout the world  
for meticulous attention to detail -  
devoted more loving care than  
to the Sport-Prinz.  
Breath-taking acceleration; exhilarating  
hill-climbing; rock-steady cornering  
and road-holding; a top speed of over  
82 m.p.h. . . . every moment at the  
wheel of the Sport-Prinz brings  
you added delight.  
No wonder the Sport-Prinz owner  
is admired by other motorists  
and envied by his friends!



## NSU Sport-PRINZ

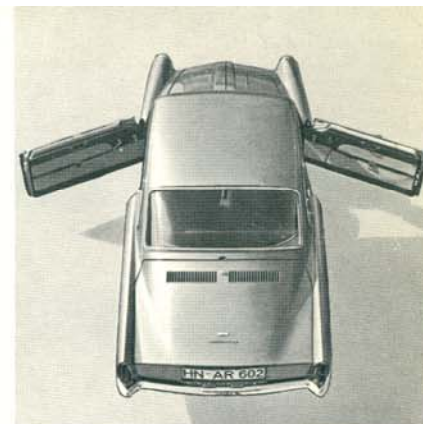
BEAUTIFUL . . . beautiful to look at . . . and beautifully built, too! A perfect blend of classical elegance with purposeful efficiency - down to the last tiny detail. Let's have a closer look and see just how well thought out it all is. Those big, wide doors make it so easy to get in and out, and the luxurious seats move as far backwards or forwards as you wish (you can have either right or left-hand steering, of course, according to national requirements). Look around, and you'll be amazed at the spaciousness inside a car of such compact dimensions. The controls are just where your hands expect to find them, and the stubby little gear lever operates a delightful close-ratio four-speed gearbox with synchromesh on all forward gears - including first.

Now drive off! The Sport-Prinz immediately wins your complete confidence. The quick, precise rack-and-pinion steering provides hair-line control, and the wonderful turning circle of 28 feet makes it so easy to manoeuvre through heavy traffic and park in the most inaccessible places. And feel the tremendous punch of the NSU overhead camshaft engine . . . what fantastic acceleration! What brilliant hill-climbing! And think how economical it is! The Sport-Prinz gives

you this wonderful performance for well over 53 miles to the gallon. Underneath, just two grease-points need attention once every 4500 miles. One lot of oil lubricates the air-cooled rear engine, the gearbox and the rear axle. There's no radiator to boil, block or freeze. Now take the Sport-Prinz round that round-about! See how it clings to the road. No roll; no sway . . . utterly sure-footed. See how it rides over this stretch of bad surface . . . how smooth!

No pitching; no tiring jolting. You can appreciate the qualities of the Sport-Prinz's superb fully-independent suspension system . . . built with tremendous, tank-like strength. This is the secret of the car's amazing road-holding and cornering powers - and its comfortable, fatigue-free ride. Powerful, fade-resistant brakes (with heat-dissipating light alloy drums) set the seal of your complete confidence at the wheel of the Sport-Prinz.

NSU - with over sixty years of engineering experience - have won a unique reputation among experts all over the world for advanced design and workmanship of the highest quality. In the Sport-Prinz Coupé they have produced one of the world's most exciting cars - and one of the safest. It is indeed one of NSU's finest achievements.



You feel marvellously snug and comfortable inside the Sport-Prinz. Upholstery, dashboard, trim, and innumerable tiny details combine to give that rare sense of quality which makes you feel: »This is the car I should have.«

But above all, NSU's engineers have aimed at making this fast car a safe car. Therefore the seating position and the design of the two front seats have been given very special attention. For example, the seat squabs can be adjusted to suit your own requirements. Even on very long high-speed runs there will be no danger of the discomfort or fatigue which leads to loss of concentration.



## Technical Specification

**Engine:** Two-cylinder four-stroke engine with overhead camshaft valve gear. Bore: 76 mm; Stroke: 66 mm; Cylinder capacity: 598 cc; Output: 36 b.h.p. (S. A. E.); Compression ratio: 1:7,5

**Carburettor:** Downdraft carburettor with starter and accelerator pump, oil bath air filter and air intake silencer combined. Fuel tank with a capacity of 5,5 gallons, diaphragm fuel pump.

**Electrical system:** Dyna starter, 12V/32 a/h battery, twin coil ignition.

**Lubrication:** Oil pump lubrication, sump contents 4 pints.

**Cooling:** Air cooled by fan.

**Clutch:** Single plate dry clutch.

**Gearbox:** Four forward gears, one reverse gear. All forward gears synchromesh.

Ratio: 1st Gear: 19,8; 2nd Gear: 10,57; 3rd Gear: 6,74; 4th Gear: 4,78; Reverse gear: 25,73

**Drive:** Rear engine drive via swinging half axles, rubber to metal star couplings eliminate vibration; engine, gearbox and differential in one housing (common lubrication).

**Chassis and body:** All steel body of unit construction designed by Bertone.

**Suspension:** All round independent suspension, front wheels on wishbones, rear wheels on swing arms. All four wheels sprung by long stroke coil springs with additional PRINZAIR-suspension; anti-roll bar between front wheels. Damping by hydraulic shock absorbers.

**Wheels:** Disc wheels with vents, size of tyres: 4.80 x 12".

**Steering:** Rack and pinion steering with split symmetrical track rods, turning circle: approximately 28 ft.2 in; 2.9 steering wheel turns from lock to lock (Available with right-hand steering).

**Brakes:** Hydraulically operated four wheel brakes with high retardation. Hand brake acts mechanically on rear wheels.

**Maintenance:** High pressure lubrication, only two greasing points overall. No other joints of the suspension and steering require lubrication.

**Heating and Ventilation:** Warm air and fresh air control levers can be operated from either front seat. Wind-down windows in the doors, hinged rear quarter lights provide added ventilation.

**Dimensions:** Wheel base 6'6<sup>3</sup>/<sub>4</sub>", Track 3'11<sup>1</sup>/<sub>4</sub>", Overall length 11'8<sup>1</sup>/<sub>8</sub>", Overall width 4'11<sup>1</sup>/<sub>8</sub>", Height 4'5<sup>5</sup>/<sub>8</sub>"

**Weight:** Unladen weight (ready for driving, tank filled) approximately 1224 lbs.

**Power to weight ratio:** 34 lbs. per h.p.

**Top speed:** 1st gear: 18 m.p.h., 2nd gear: 38 m.p.h., 3rd gear: 62 m.p.h, 4th gear: 82 m.p.h.

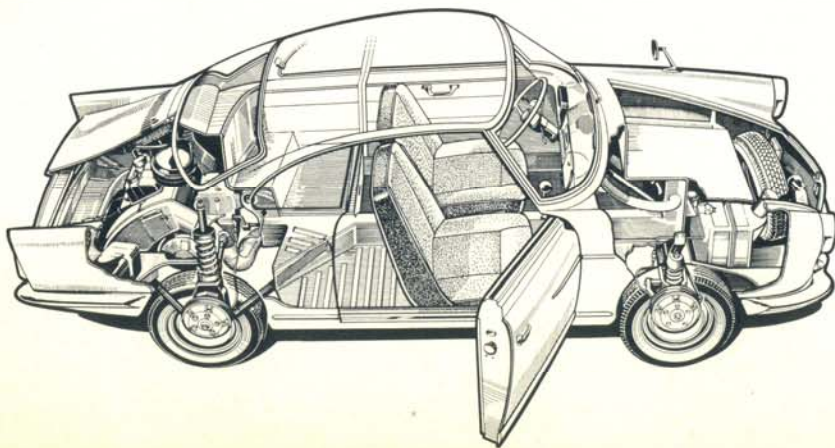
**Acceleration:** From 0 to 38 m.p.h. in 8,0 sec., from 0 to 50 m.p.h in 14,0 sec.

**Fuel consumption:** Approximately 53 m.p.g. Choice of three colours.

**Dashboard and Controls:** On the dashboard; Speedometer and mileage recorder with illumination and control lights for ignition, full-beam head-lights, trafficators, and oil pressure. Combined control knob for windscreen washer and wiper; electric clock; petrol gauge. Fresh air control lever, ash-tray, recess for fitting a radio (suitable for all the popular makes.) Large glove compartment.

On the steering wheel; Combined dipper, honning, and headlight control lever; trafficator lever. Steering lock.

We reserve the right to alter design and equipment.



This illustration shows you the amazing roominess inside the NSU Sport-Prinz Coupé. There is plenty of space for two adults, and the seats slide back to give more than enough leg-room for even the tallest motorist. The rear bench seat will carry two children comfortably - or you can use it to store a vast amount of luggage. In addition, there is a separate luggage compartment under the front boot lid. And all the odds and ends which every motorist carries with him can be stored in the large door pockets and in the lidded glove compartment. The Sport-Prinz owes its brilliant road-holding and outstanding travelling comfort to its advanced suspension system. Each wheel is equipped with a long-travel coil spring and telescopic shock-absorber. Inside each coil spring on the rear wheels is a PRINZAIR air-cushion unit, while an anti-roll bar is mounted to the front axle.

Part of the standard equipment is a built-in heater and fresh air system - with separate controls for warm and fresh air. This is just one of the features that make the Sport-Prinz Coupé so luxurious and untiring on long journeys, whatever the weather.

**NSU MOTORENWERKE AKTIENGESELLSCHAFT NECKARSULM**

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