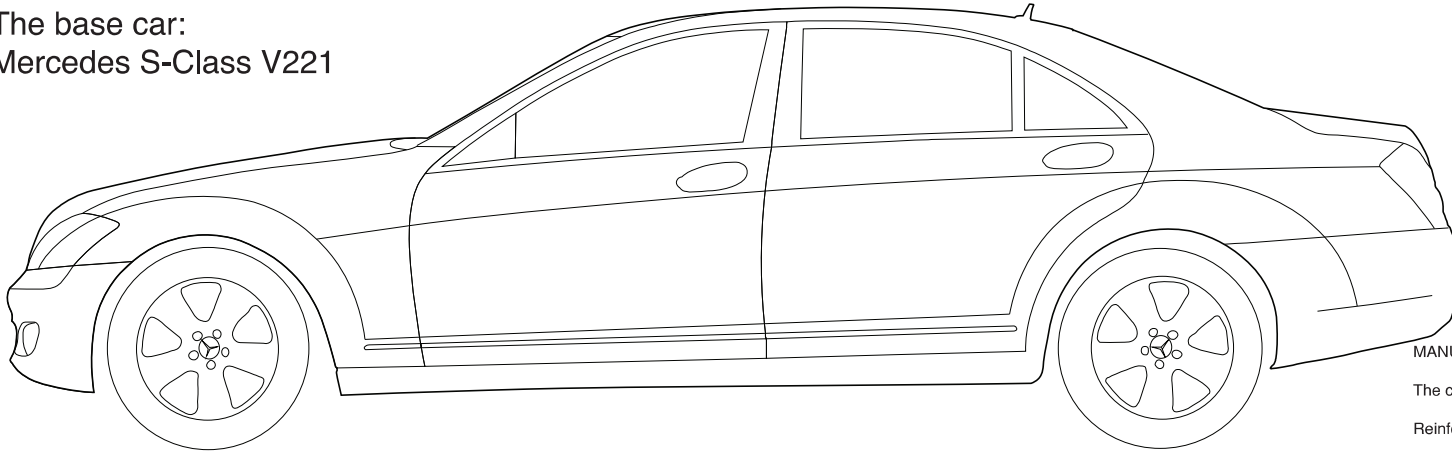


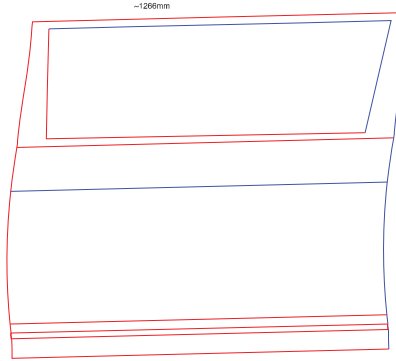
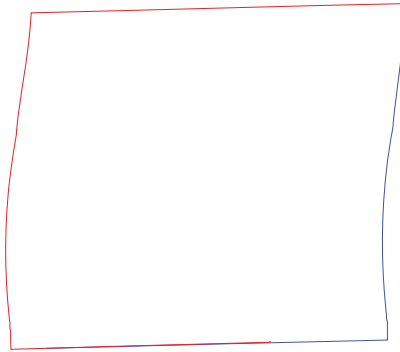
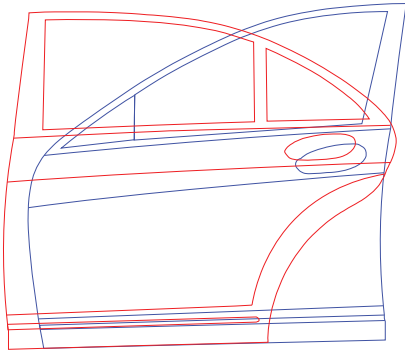
W221 STRETCHING PROJECT

The base car:
Mercedes S-Class V221



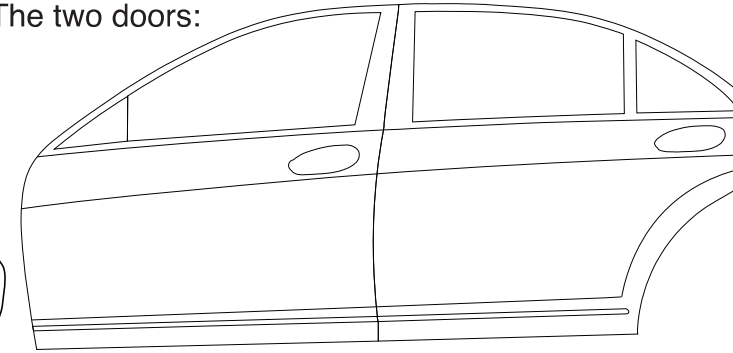
To make the central doors, select parts of F and R doors are used. Missing parts are manufactured and added. Reinforcements are also added.

The ensuing outline of the new doors, with the upper structure made, the exterior door panel, among other parts, custom-made from new factory-matching materials.



Rear door at level of al. trim : ~1265 cm

The two doors:



MANUFACTURING PROCESS:

The car is cut in half after the B-pillars.

Reinforcement beams and two new OEM B-pillars are added.

The roof and substructure are stretched using OEM parts. OEM reinforcements are added.

High-end sound deafening is added.

The central door shells are made by using the front of an OEM rear door, and the rear of an OEM front door (see example). The upper frame and outer panel are custom-made using OEM-matching metal.

The doors shells are then mounted onto the car

The car is painted. The underside is protected with rust-inhibiting underbody coating.

The transmission shaft and exhaust are stretched using matching metal tubing.

The cables are stretched using automotive-grade cabling, and OEM connectors.
The fuel lines are stretched using OEM-grade lines.

Other attachment parts (aluminum, plastic, seals) are stretched by cutting, welding, and refinishing OEM parts.

The two center door windows are made by a French specialist in custom automotive glass manufacturing.

Some interior parts such as switches, courtesy mirrors, upper handles, seat cushions, and more, are OEM-sourced.

Custom-made parts are made from wood or 3D-printed ABS, and covered with high-end leather and lacquered wood veneer.

Once the interior is ready, it is mounted into the car. The car is then ready for a road test.

If the car passes the test, homologation is requested, official tests are performed by DREAL. Once the official tests are cleared, homologation is obtained and the car can be registered.

It is possible to stretch the car more or less, depending on end user's wishes. Such as for Trasco vehicles, stretching over 120 - 130 cm is not recommended, as it would affect the structure of the rear door, because most of it won't be OEM anymore.

