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THE S-CLASS  
AND SL MODELS



Mercedes-Benz of North America, Inc.

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THE S-CLASS  
AND SL MODELS

*Mercedes-Benz has been setting the standard for automotive excellence since Gottlieb Daimler and Karl Benz created the world's first automobiles in 1886. Style-setting vehicles are a well-established Mercedes-Benz tradition which continues with the five S-Class sedans and three SL coupe/roadsters. Built to exacting standards of quality, these fine automobiles exemplify the harmonious blend of high technology and expert craftsmanship that has made Mercedes-Benz unique in the world. When it comes to unmatched comfort, all-around performance and overall satisfaction, there is nothing that can compare to a Mercedes-Benz automobile.*

MERCEDES-BENZ



**THE S-CLASS  
AND SL MODELS**

**THE SD AND SE SEDANS** *Four*  
300SD  
300SE

**THE SEL SEDANS** *Eighteen*  
400SEL  
500SEL  
600SEL

**THE SL COUPE/ROADSTERS** *Thirty-Four*  
300SL  
500SL  
600SL

**TECHNOLOGY** *Forty-Eight*

**FEATURES OVERVIEW** *Sixty-Six*

**OPTIONS & DATA**

**OPTIONS** *Seventy*

**SPECIFICATIONS** *Seventy-Two*

Please note: Each Mercedes-Benz automobile has numerous safety features, but ultimately safety is your responsibility. Always wear your seat belt, make certain your passengers wear their seat belts, secure children in proper child restraint devices, and drive safely.



**THE S-CLASS****SEDANS**

300SD\*

300SE

**LONG-WHEELBASE  
SEDANS**

400SEL

500SEL

600SEL

**THE SL MODELS****COUPE/ROADSTERS**

300SL

500SL

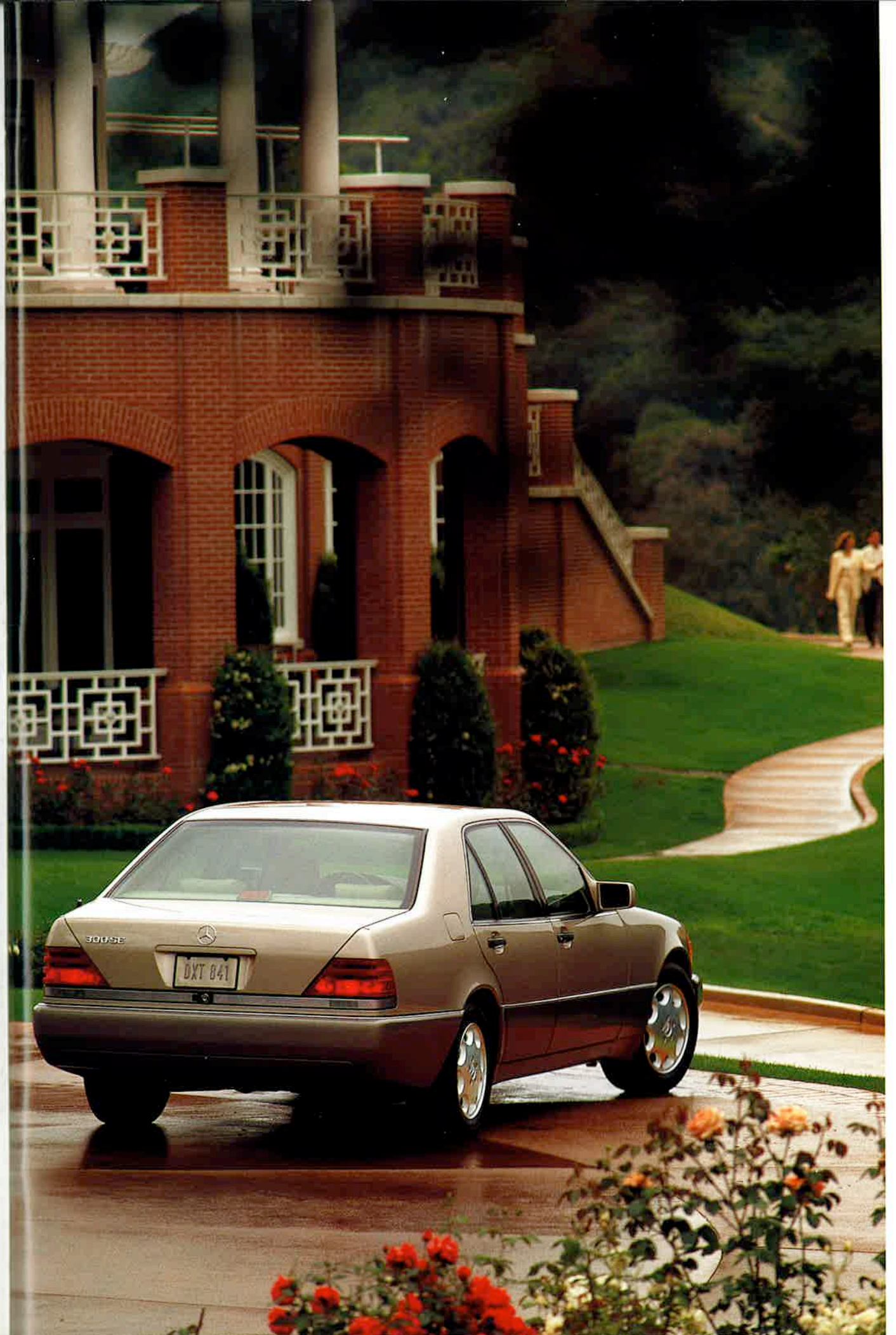
600SL

The Mercedes-Benz S-Class and SL automobiles represent the pinnacle of automotive design. If you want the very best in a sedan, the Mercedes-Benz S-Class vehicles are the obvious choice. After all, no other cars in the world benefit from the heritage of 107 years of engineering and design leadership, or enjoy the Mercedes-Benz reputation for industry leadership in style, quality and enduring value. A satisfying and varied selection of vehicles awaits the fortunate S-Class buyer. There are five appealing S-Class sedans, including standard-wheelbase and long-wheelbase sedans. They are all spacious, supremely comfortable and solid in the way that only a Mercedes-Benz is solid. Yet they're also agile, quick and eminently responsive. For more sporting driving, three 2-seat SL coupe/roadsters are unique, yet share an exacting design philosophy that emphasizes safety, integrity and quality. The Mercedes-Benz SL coupe/roadsters can match most sports cars in performance – but few sports cars indeed can match the SLs for their superb comfort and sheer top-down driving pleasure. The Mercedes-Benz S-Class and SL models are all singular automobiles without equal anywhere.

\*Not available in California.

SE AND SD SEDANS

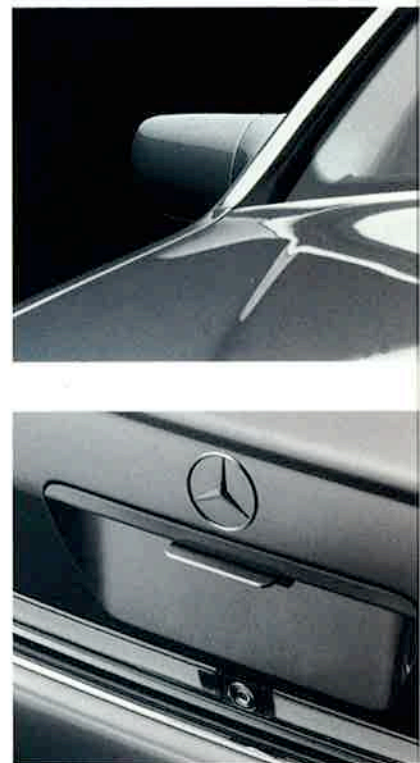
The exquisite Mercedes-Benz 300SD and 300SE S-Class sedans offer an irresistible combination of heritage, comfort and leading-edge technology. They both feature unmistakable Mercedes-Benz styling, beautifully appointed interiors and a choice of two 6-cylinder powerplants, including what may well be the world's most advanced turbodiesel, and a high-output gasoline engine with dual overhead cams and 24 valves. These Mercedes-Benz S-Class sedans are a wise choice and will continue to yield their driving dividends into the next century.



**THE S-CLASS SEDAN BLENDS  
THE CLASSIC WITH THE CONTEMPORARY  
IN A TIMELESS SHAPE**

The shape of the Mercedes S-Class sedans is an elegant blend of curves and contours. Clean and uncluttered, their styling incorporates functional elements such as rain channels molded into the roofline to control water flow over the body and large glass surfaces for excellent visibility.

The look of the standard-wheelbase Mercedes-Benz S-Class sedans can be described in a word – presence. There's a certain authority that's apparent from any angle. Imposing, not overwhelming. Stylish, not trendy. The design of the S-Class is a subtle union of traditional and modern elements into an elegantly clean shape that's pure and original but unmistakably Mercedes-Benz. The influence of tradition is seen in the classic grille, the world-famous three-pointed star and the distinctive wedge profile. These classic elements are subtly integrated into a modern, wind-tunnel refined shape that serves function as well as beauty by improving efficiency and reducing wind noise. In the Mercedes-Benz S-Class automobiles, style and substance come together in a timeless design that will always be classic.



The molded shape of the large outside mirrors reduces wind noise. A handle extends when the trunk is unlatched to make opening it easier. The trunk mechanism draws the lid tight once latched, eliminating the need to slam it shut.

You can travel with comfort and confidence in an S-Class sedan. Both the 300SE and 300SD have a taut yet comfortable ride, responsive and precise handling, sure and stable braking, and an abundance of power in reserve.



**THE SE AND SD CABINS:  
SOFT LEATHER, HAND POLISHED WOOD TRIM  
AND COMFORT IN ABUNDANCE**

Space, silence, security and an ambiance of subdued luxury await the occupants of a Mercedes-Benz 300SD or 300SE sedan. The touch of soft leather, the patina of hand-finished wood trim and the feel of thick carpeting underfoot provide a relaxing environment where the occupants' comfort and safety are all-important. The driver and front-seat passenger are protected by dual air bags and emergency seat-belt tensioning retractors, and many of the surfaces facing them are designed to yield upon impact.

Only the finest materials are used in a Mercedes-Benz S-Class cabin, ensuring both comfort and long-lasting durability. And passengers can enjoy such convenience features as illuminated vanity mirrors, center armrests, adjustable headrests and handy storage compartments in the front doors and behind the front seats.

Supple leather upholstery and hand-rubbed wood await the occupants of an S-Class sedan. The front seats are a layered construction of natural fiber padding, synthetic cushioning and molded foam rubber over a spring-steel frame. There are 12 power adjustments for the seat cushion, seat back and headrest to help accommodate virtually every physique in maximum comfort.



The sliding sunroof with rear pop-up feature is controlled by a switch in the overhead console which also houses individual reading lamps. For the two rear-seat passengers, a host of amenities, such as a fold-down center armrest with a storage compartment, help make any trip more relaxing.





**HIGH VISIBILITY INSTRUMENTS  
AND EASY-TO-USE DRIVING CONTROLS  
FOR RELAXED DRIVING**

In addition to the broad range of driver seat adjustments, both the 300SE and 300SD feature an electrically adjustable steering wheel which telescopes and tilts. The SRS air bag is housed in the steering wheel hub and the leather-wrapped steering wheel rim is padded to give an extremely comfortable and secure grip.

To make driving a pleasure instead of a chore, the controls and instruments of the Mercedes-Benz S-Class sedans are simple, easy to use and logically located. Mercedes-Benz engineers feel that the less there is to distract a driver, the better. Accordingly, the driver of an S-Class automobile faces only the essential instruments and controls. The large analog gauges are visible through the steering wheel, with the speedometer near center stage. Dashboard instruments and controls are backlit at night. The turn signals, wipers and cruise control are easily operated by stalks on the steering column. All the frequently used controls – climate, radio, windows and gear shift – are well within the natural arc of the average person's right arm. The layout is so natural, that driving a Mercedes-Benz quickly becomes almost instinctive.



A leather-covered gearshift knob for the automatic transmission is shaped to fit the hand. The front seat cushion, seat back and headrest are individually adjustable with a patented, seat-shaped control. Three preset seat, steering wheel and rearview mirror positions can be stored in memory and recalled at the touch of a button.



Sitting behind the wheel of an S-Class sedan, you experience a special sense of calm. It is more than a sense of security from the SRS air bag nestled in the steering wheel hub, or even from a standard passenger side air bag, which is hidden behind a panel above the glove compartment. Padded knee bolsters beneath the dash provide additional protection in the event of a frontal impact. Part of the calm is certainly due to the easy-to-read instruments, the easily grasped leather-wrapped shift knob and the intuitively simple arrangement of the controls on the console. And, there's a sense of appreciation for the superb workmanship of the polished wood and fitted leather. The calm of the S-Class comes from the satisfaction of being surrounded by craftsmanship of the highest caliber.

**REFINED AERODYNAMICS,  
POWERFUL ACCELERATION, PRECISE HANDLING  
AND A SMOOTH, SILENT RIDE**

With their independent double-wishbone front suspension and a computer-refined, independent multilink rear suspension, the handling of the S-Class sedans is sporty and precise. Four-wheel disc brakes with an Antilock Braking System (ABS) provide an extra margin of control even when maneuvering on slippery surfaces.

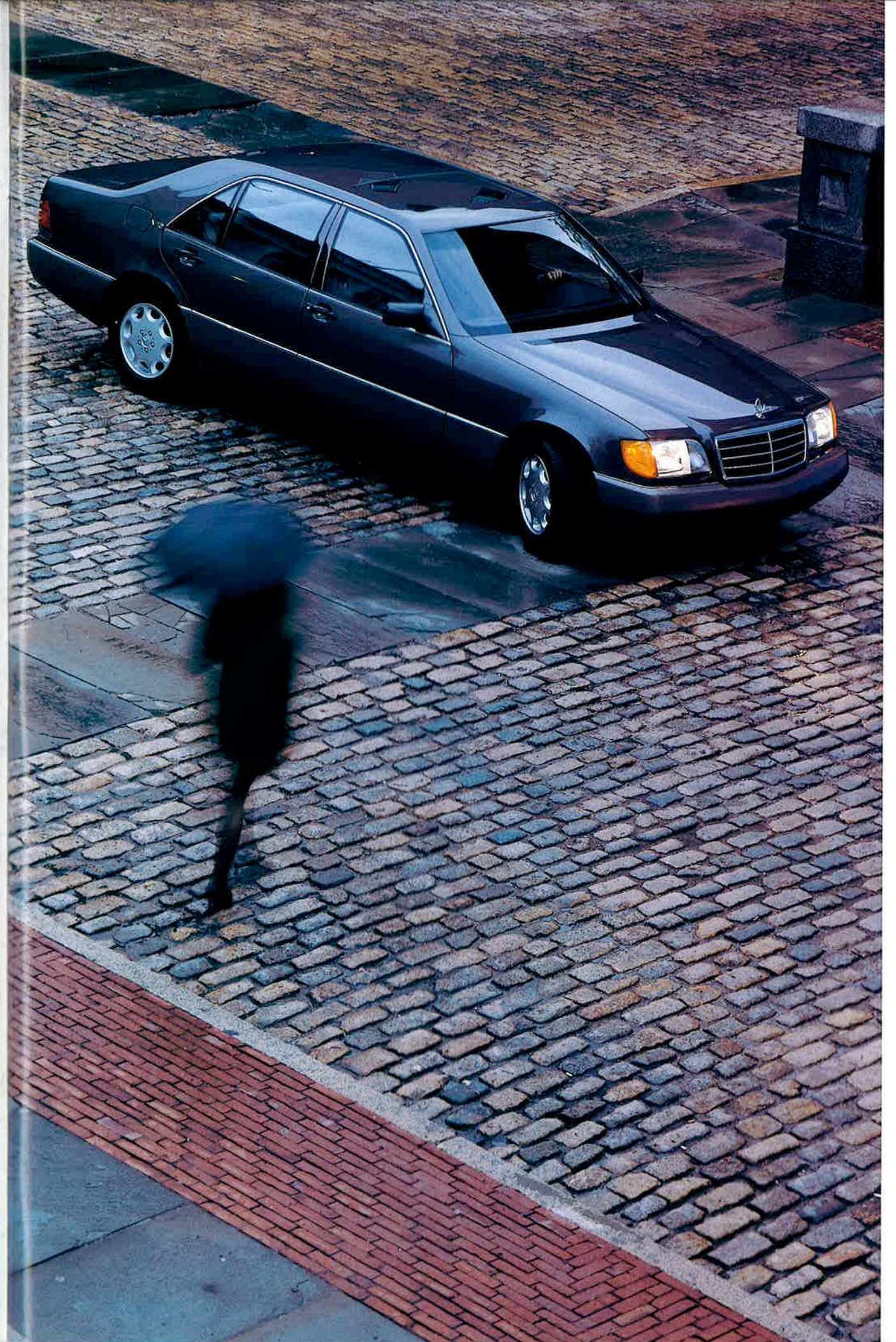
Performance is synonymous with Mercedes-Benz. The record of accomplishment firmly establishes the claim and includes numerous racing victories from the very first automobile race in 1894 to the one-two finish at the 24 Hours of Le Mans in 1989. Driving a 300SE or 300SD proves it. The 300SE's 24-valve 228-horsepower 6-cylinder represents the state of the art for in-line engine technology and provides excellent performance. The 300SD uses the world's most advanced production turbodiesel, a high-output powerplant that's quiet, efficient and offers an extensive cruising range. And for precise response and driver control, both sedans have efficient automatic transmissions, speed-sensitive power-assisted steering, independent suspensions, and capable 4-wheel disc brakes with a sophisticated Antilock Braking System (ABS).



The quiet yet powerful 300SD turbodiesel engine delivers exceptional range and performance from a tank of fuel. The potent 3.2-liter gasoline engine in the 300SE incorporates twin-cam, multivalve technology, electronic fuel injection and a computerized engine management system which helps assure optimum overall performance.

**SEL SEDANS**

The Mercedes-Benz 400SEL, 500SEL and 600SEL long-wheelbase sedans define the standard by which all other premium sedans are currently measured. These comfortable automobiles are the product of a 107-year tradition of leadership which includes trend-setting styling and technological innovations in the areas of driving ease, passenger accommodations, performance, chassis design and safety engineering. There is quite simply no other car on the road today which offers the heritage of a long-wheelbase Mercedes-Benz S-Class sedan.



**THE SEL LONG-WHEELBASE  
SEDANS: A BREATHTAKING FUSION  
OF STYLE AND SUBSTANCE**

There's something supremely confident about the appearance of the SEL sedans, which have a 3.9-inch longer wheelbase. The flowing lines and classic proportions of these elegant cars also recall the grand Mercedes-Benz sedans of the past. Unadorned yet distinctive, subtle yet imposing, the shape of the SEL evolved from a long line of style-setting automobiles. But the contours that define the SEL sedans also point the way to the future. Sleekly aerodynamic, the smoothly-crafted bodies lower wind turbulence for reduced cabin noise and improved operating efficiency. The long-wheelbase SEL sedan is also shaped by fifty years of Mercedes-Benz safety research which pioneered front and rear energy-absorbing crumple zones. The long-wheelbase 400SEL, 500SEL and 600SEL sedans are, in a very real sense, modern classics.

The lines and contours of the long-wheelbase S-Class sedans flow smoothly together with the distinctive grille to create a car identifiable anywhere in the world. Every helpful detail, like the pop-up rear-fender guides which aid in backing up, is carefully integrated into the overall design.

The smooth, flowing style of the SEL sedans conceals many functional elements. Channels, beginning at the sides of the windshield, flow along the roof, directing water up along the top, helping to keep the dual-pane side windows clear for better visibility in foul weather. The ribs in the taillamps serve a similar function. Protective lower-body panels encircle the body while 8-hole alloy wheels add another dramatic touch. Both rear seat headrests can be lowered remotely by the driver when improved rearward visibility is desired. An electric sliding sunroof with rear pop-up feature is standard on the 600SEL and available at no charge in all other S-Class Mercedes-Benz sedans.





**A PURE DRIVER'S  
ENVIRONMENT DESIGNED FOR EFFICIENCY,  
CRAFTED FOR COMFORT**

Driving a Mercedes-Benz SEL is pure delight. The centrally located speedometer is flanked by a tachometer and gauges for coolant temperature, fuel level, fuel economy and oil pressure. A network of computers monitors and controls important engine management, traction and other systems. If a potential problem occurs, the driver is quietly alerted by the warning lights arrayed along the bottom of the instrument panel. These monitor ABS, SRS and other important vehicle functions.

A Mercedes-Benz SEL interior is designed to make driving as pleasant and comfortable as possible. The essential controls are simple to operate and easy to reach: cruise control, high-beam headlamps and windshield wiper/washer controls are stalk-mounted. Two large wipers clear 90% of the windshield for unsurpassed visibility in rain or snow. As you slow, the wipers adjust automatically to the next-slower speed and the radio volume is speed-dependent. The driver's seat, in addition to adjusting for fore-and-aft travel, seat-back angle and headrest height, also adjusts for overall height, tilt and cushion fore-and-aft position. Three sets of seat, steering wheel and rearview mirror positions can be stored in memory. A quick glance and easy touch manage the controls. Driving any of the SEL sedans is a comfortable experience.



All three rearview mirrors are power-adjusted on SEL sedans. A single switch controls mirror selection and adjustment. On cold mornings, both outside mirrors are automatically defogged. The steering wheel of all SELs is power-adjustable for both reach and tilt.

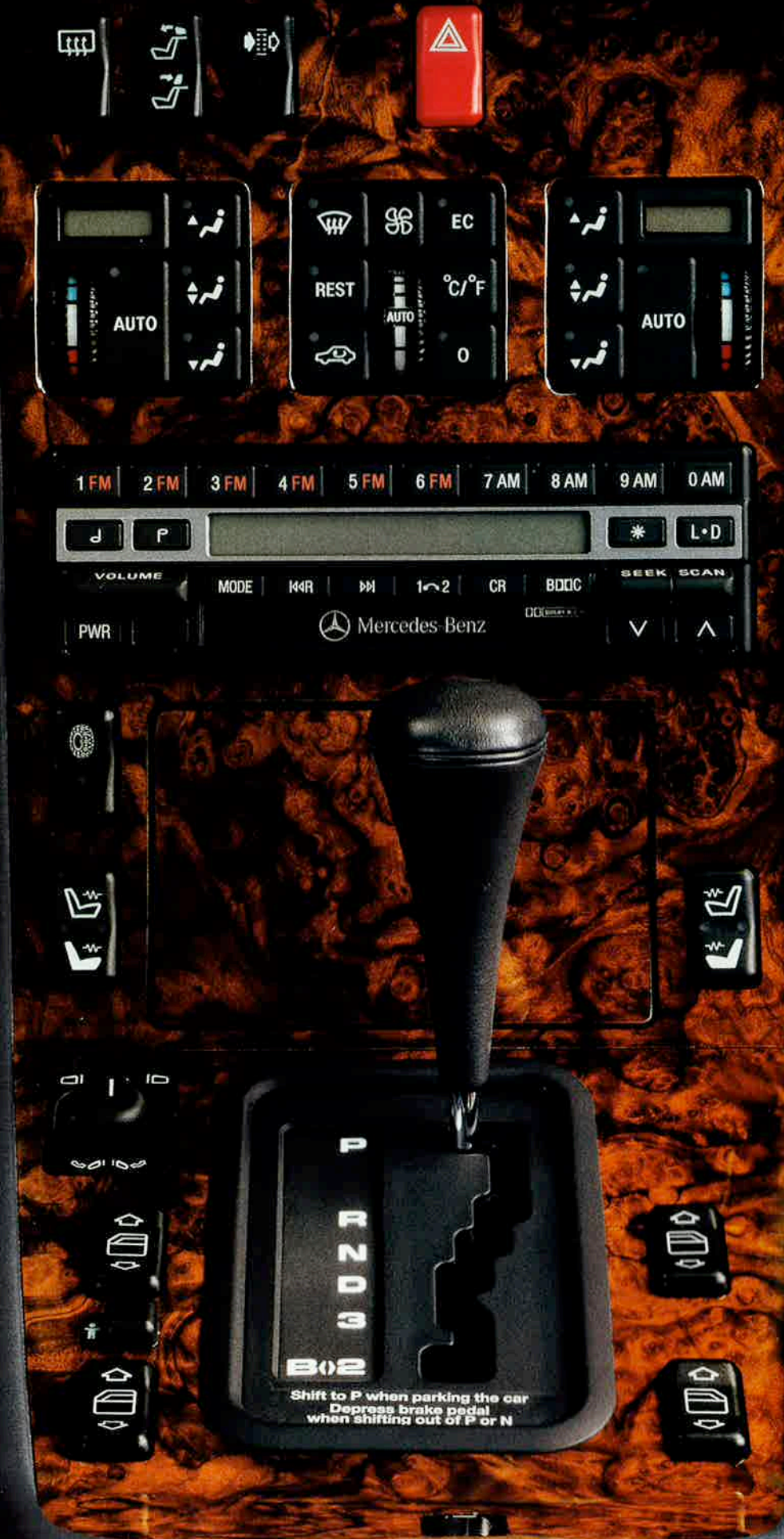
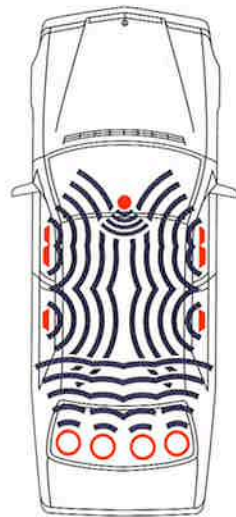
ENJOY THE SPLENDID SOLITUDE  
OF A CLIMATE-CONTROLLED ENVIRONMENT AND  
THE SOUND OF BRILLIANT HIGH FIDELITY



For rear-passenger comfort, there are two individual lighted rear-seat vanity mirrors and foot-level ducts beneath the front seats. Dual adjustable rear-compartment vents located at the rear of the center console provide air from the vehicle's climate-control system. A separate air conditioner for the rear compartment is standard on the 600SEL.

There's another world waiting for you inside an SEL sedan, a zone of peace and tranquility. S-Class sedans are richly trimmed with hand-finished leather upholstery and finely crafted wood. The climate inside can be automatically controlled by conveniently placed switches arrayed along a polished-wood panel in the center console. The dual climate-control system allows separate settings for the driver and front-seat passenger. Exterior air is filtered and then distributed evenly throughout the car by a network of high-volume vents that keep drafts to a minimum; rear seat passengers have their own adjustable air outlets. There's music to suit the mood from the sophisticated Bose® Beta sound system, with Mercedes-Benz radio, and the option of an integrated CD changer (standard on the 600SEL.) for hours of music.

The center console is a broad sweep of hand-polished wood. It's within easy reach of both front seat occupants and contains controls for the radio, power windows, rearview mirrors, and the climate control system, which has dual controls with digital displays to permit individual settings for either side of the car. A Bose® Beta audio system, with Mercedes-Benz radio, was developed specifically for the S-Class interior to provide optimum sound reproduction to every seating location. (500SEL shown at right.)







In the Mercedes-Benz S-Class sedan, an ambiance of subtle elegance graces a passenger cabin that approaches limousine dimensions and offers a host of thoughtful individual accommodations. Appointments are superb, details masterfully crafted. Both front seats are strong yet comfortable. They are formed over a rugged steel frame and the seat bases are reinforced by tubular cross-members. The seats have a wide range of adjustment to accommodate almost any physique with incomparable comfort. Perhaps the real pleasure of SEL ownership is to be a rear-seat passenger, there's so much room to stretch and relax. Adjustable rear head restraints (all SEL models) and power adjustment of the seat back (500SEL and 600SEL) help assure a comfortable seating position. For added convenience, there are leather storage pockets behind the front seats, two lighted rear-seat vanity mirrors, a center armrest with storage compartments, and two reading lamps for the rear-seat passengers.



THE PLEASURES OF  
MERCEDES-BENZ SEL OWNERSHIP INCLUDE  
MASTERFUL PERFORMANCE

Sports-sedan performance is a large part of the character of the SEL sedans. Their response to the driver is immediate. The 400SEL and 500SEL perform with sure-footed agility, thanks to their powerful, 32-valve V-8 engines, speed-sensitive power steering, double-wishbone front and multilink rear suspensions. The Antilock Braking System (ABS) and available Automatic Slip Control (ASR) standard on 500SEL and 600SEL, optional on 400SEL) give the SELs exceptional stability even in slippery conditions. The 600SEL raises the performance threshold with a 6.0-liter V-12 389-horsepower engine of satisfying smoothness. The 600SEL also features an Adaptive Damping Suspension (ADS) with hydropneumatic rear-axle level control as standard equipment to help maintain an even ride under varying passenger and luggage loads.

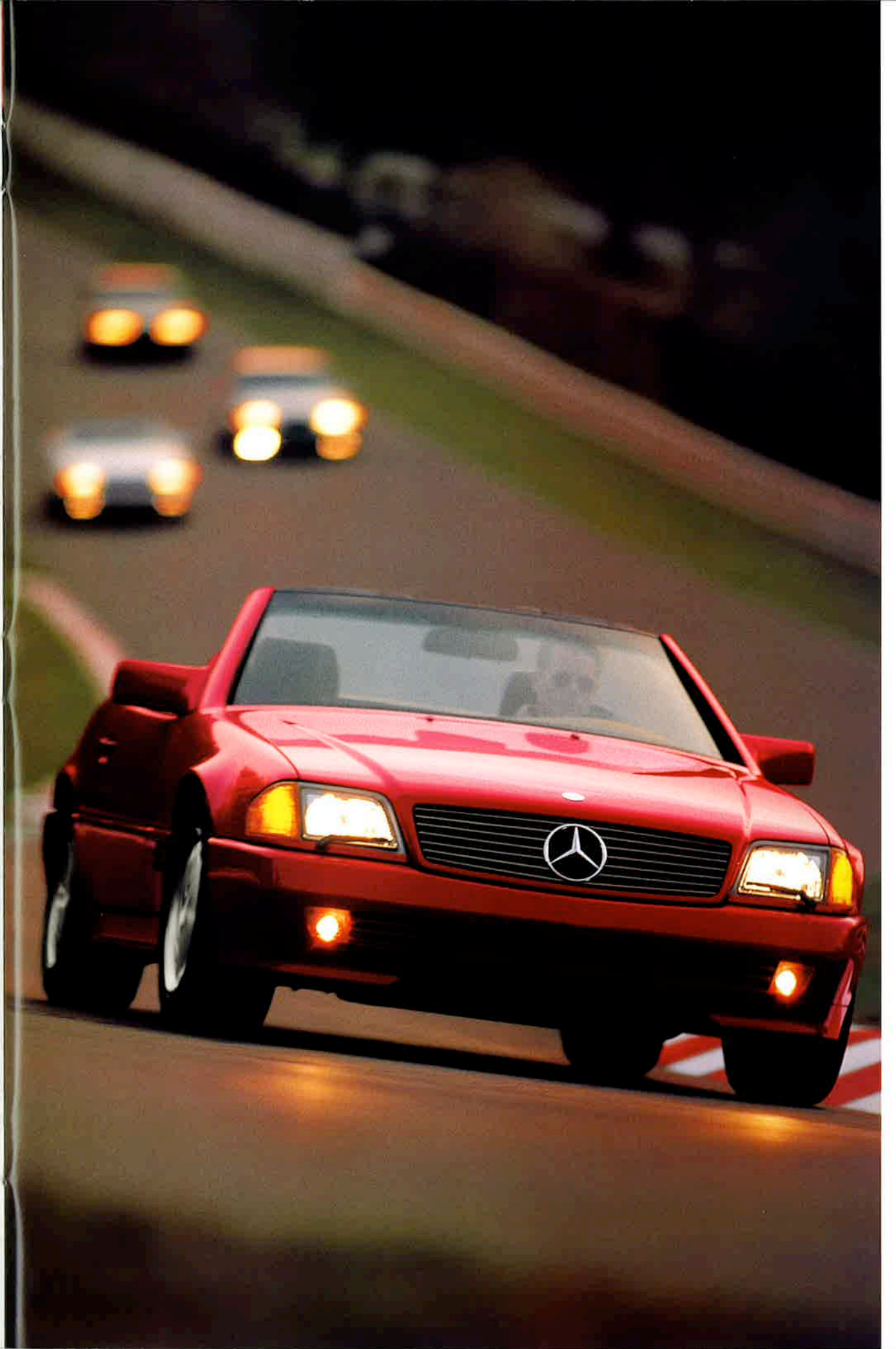
Power and performance complement the refined style and poise of the Mercedes-Benz long-wheelbase SEL sedans. The classic yet aerodynamic design of the SEL provides reduced drag for increased performance and efficiency. Their multivalve V-8 and V-12 engines, sophisticated suspension and steering systems as well as 4-wheel ventilated disc brakes make the SELs unsurpassed on the road and unequalled in driving pleasure.

On a sunny day, few cars provide more enjoyable driving than an SEL. On an inclement day, few are more secure and reassuring, thanks to superb handling, excellent stability and a sophisticated Antilock Braking System (ABS).



**SL COUPE/ROADSTERS**

The Mercedes-Benz 300SL, 500SL, and the new 600SL coupe/roadsters are simply in a class by themselves. These three aerodynamically designed SL coupe/roadsters continue the heritage of distinctive styling and stimulating performance of a legendary 2-seat predecessor, the classic Mercedes-Benz "Gullwing" coupe. They also offer the elegant appointments, exceptional comfort and reassuring security of a Mercedes-Benz S-Class sedan. Their blend of styling, amenities and performance sets them apart from all the other sporting automobiles.



**THE MERCEDES-BENZ SL  
COUPE/ROADSTERS: BRUTE POWER  
WAS NEVER MORE BEAUTIFUL**

Few automobiles excite the senses more than a two-seat, open-top sports car. And the SL coupe/roadsters are pure sports cars but with a major difference: they're as comfortable and well appointed as a Mercedes-Benz S-Class sedan. Sleek and purposeful, the SLs have an aggressive look and an aerodynamic wedge shape that tapers from a slender, titanium-coated grille to a raised rear deck for ample trunk space. The SL's distinctive styling is accentuated by protective lower body panels and functional horizontal vents behind the front wheel to cool the engine compartment. With engines that provide world-class performance and superb standards of comfort, the SLs offer the best of both worlds in the tradition of four generations of SL sport cars. The 300SL, 500SL and 600SL hold an irresistible attraction for the sporting motorist.

The functional side ventilation ducts of the Mercedes-Benz SL coupe/roadster merely hint at the power within. Ribbed tail-lamps are cleverly shaped to help them remain visible even when driving in mud and snow.

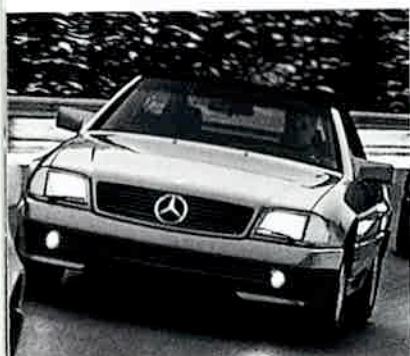
The thrill of driving an SL is due in no small part to its power and responsiveness. A Mercedes-Benz SL coupe/roadster is perhaps the ultimate expression of the high-performance sports car.



Low, wide and handsome, the Mercedes-Benz SL coupe/roadster exudes power even in repose. With its long hoodline, raked windshield, high rear deck and wide stance, the SL sets a style all its own. When the convertible top is up, the SL offers snug comfort. With the hardtop in place, the SL becomes an elegant coupe.



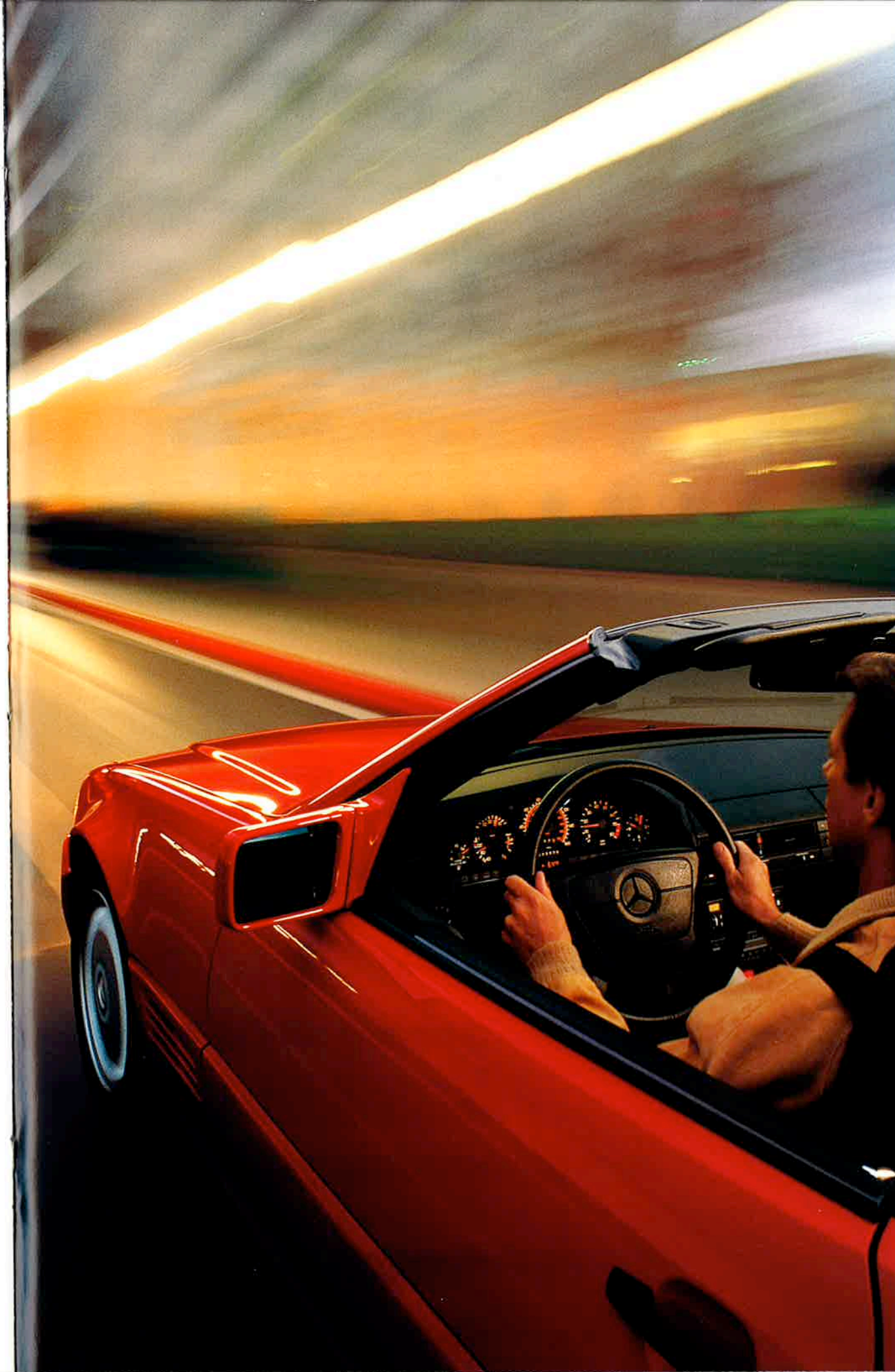
**THE GREATEST PLEASURE IS THE  
DISCOVERY THAT DRIVING THE SL IS AN  
EXERCISE IN HIGH PERFORMANCE**



The Mercedes-Benz SL coupe/roadster exudes performance, coming or going. The brilliant new 600SL V-12 offers Automatic Slip Control (ASR), an Antilock Braking System (ABS) and Adaptive Damping Suspension (ADS) with hydropneumatic rear-axle level control.

As the tachometer sweeps upward, you feel the SL's formidable power pressing you into your seat. As you maneuver, the SL responds with an immediacy which seems to anticipate the route ahead. A host of systems work together to help make the Mercedes-Benz SL a willing partner. The 300SL has a 3.0-liter 24-valve in-line 6-cylinder engine, the 500SL offers a 5.0-liter 32-valve V-8 and the new 600SL has a potent 48-valve 6.0-liter V-12. A fully independent suspension gives the SLs the road-holding capability of a world-class sports car. Their power-assisted steering is designed for a light touch but provides a high degree of feedback, while an Antilock Braking System (ABS) enhances steering control during braking. The 300SL, 500SL and 600SL coupe/roadsters have unforgettable power, roadholding and comfort.

The challenge of the open road and the wheel of an SL in your hands — what could be more thrilling? The 300SL, 500SL and 600SL respond precisely and predictably to your touch of the throttle or turn of the steering wheel. The highly refined suspension helps to straighten out the twists and turns, power steering makes driving easy and antilock brakes help maintain steering control while braking. Yet for all their performance, the SLs offer much of the comfort and convenience of a Mercedes-Benz S-Class sedan.

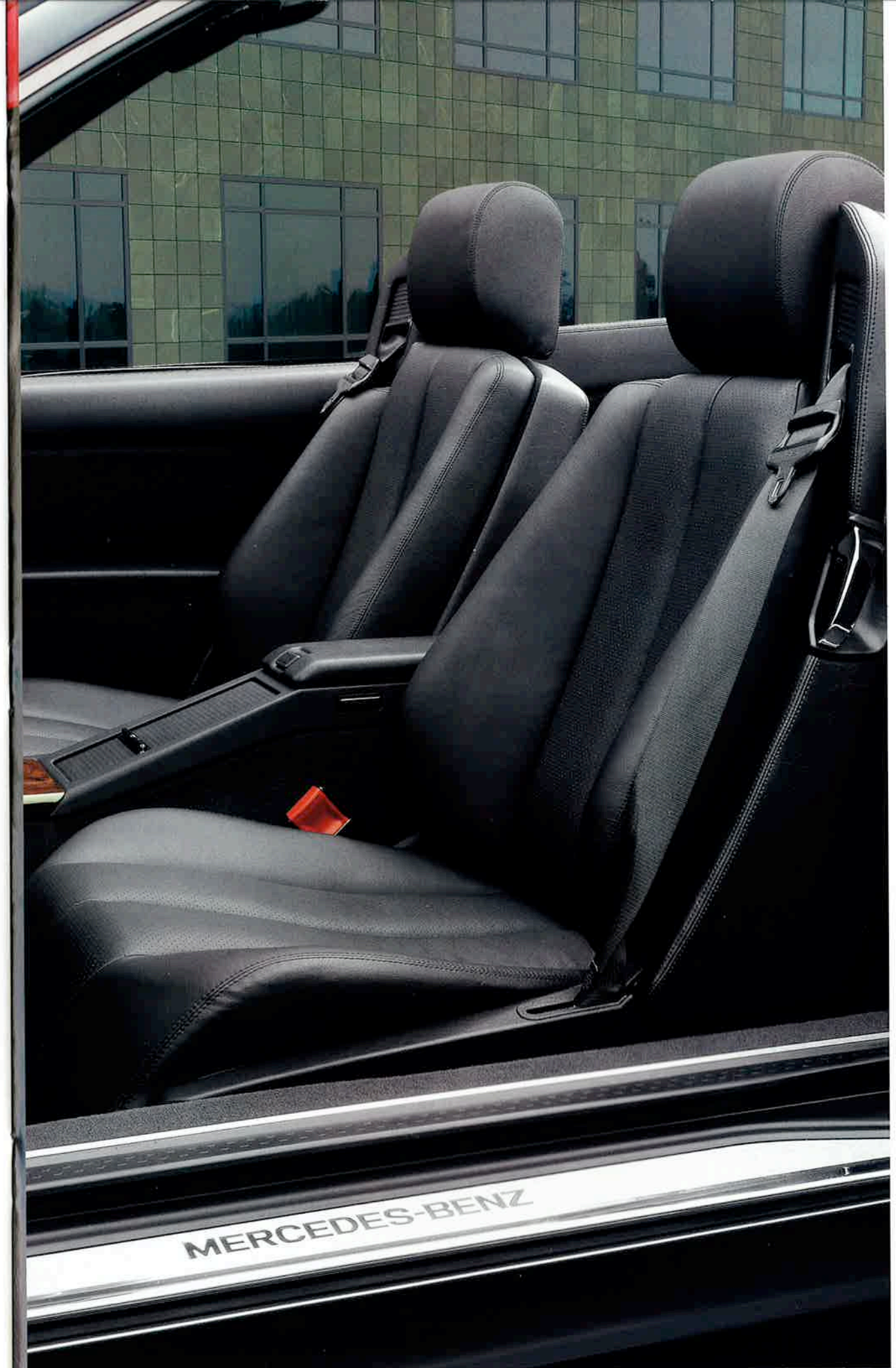
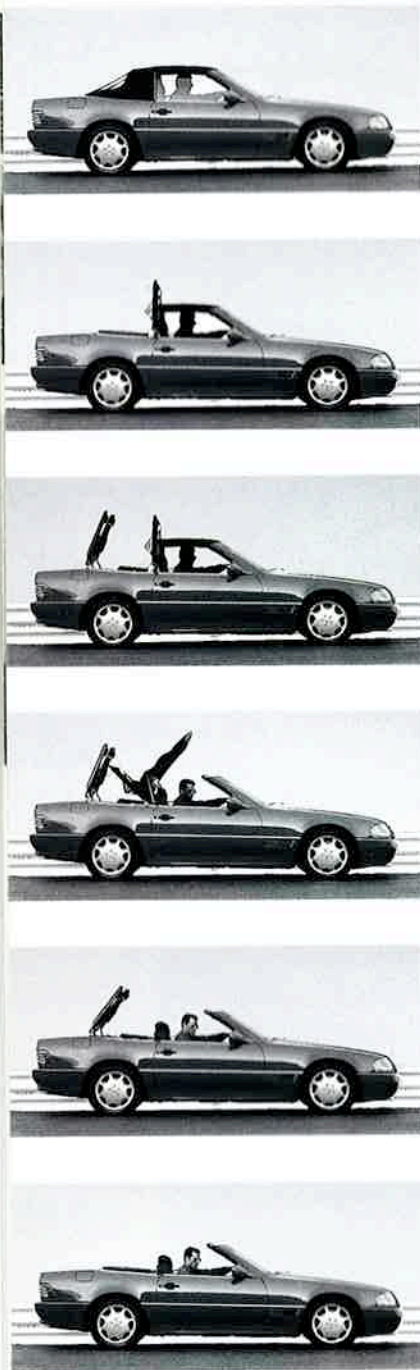


**TOP-DOWN DRIVING  
PLEASURE ENJOYED FROM THE SECURITY  
OF A SPACE-AGE SEAT**

The joy of a Mercedes-Benz SL is that just the touch of a button puts you in a top-down, world-class roadster. The top automatically unlatches and folds back while the stylish upholstered soft-top cover lifts and then conceals it. If necessary, the side windows are lowered, then automatically returned as they were. Though the SL abounds with safety features, the seats deserve special mention. Each is formed from a lightweight, cast magnesium substructure so strong that the three-point seat belt is integrated with the seat, making the belts especially easy to use and exceedingly comfortable — demonstrating again that it is frequently the things you don't see which make a Mercedes-Benz SL coupe/roadster such an outstanding vehicle.



The Mercedes-Benz SL seat is designed for unexcelled comfort. Both the seat and seat-back cushions are contoured to support the body properly while the seat is electrically adjustable over a broad range of settings. Beneath the seat's supple leather covering lie several layers of natural fibers and foam rubber, suspended on sturdy steel coil springs. The seat's cast magnesium frame is so strong that it serves as the anchor for the seat belts and even contributes to the structural rigidity of the body. Since the belts are integrated with the seat, they are able to move with it for improved comfort and greater convenience.



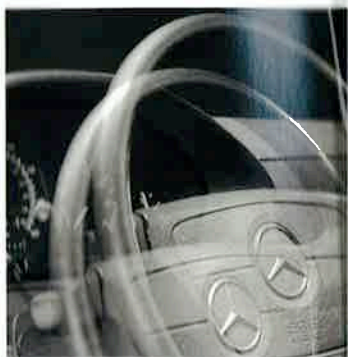


A THOUGHTFUL ENVIRONMENT  
DESIGNED FOR HIGH-PERFORMANCE DRIVING  
WITH A HIGH DEGREE OF SECURITY

Sports car simplicity greets the driver's eye in an SL, with large, legible gauges, controls that are simple to understand and easy to reach, and the substantial feel of a thick, leather-wrapped steering wheel.

Simple, safe and sublime, the interior of the SL is designed for driving in comfort and security. The 300SL is available with a 5-speed manual or a 5-speed automatic transmission; the 500SL and 600SL have a 4-speed automatic. CFC-free automatic climate control assures comfort in all kinds of weather. There's also a Supplemental Restraint System (SRS) with knee bolsters, emergency tensioning retractors and individual air bags for both the driver and front-seat passenger. A feature unique to the SL lies inconspicuously behind the front seats. It is a pop-up roll bar\* which, should electronic sensors detect an imminent rollover, rises in about a third of a second (even with the removable hardtop in place). Additional protection comes from windshield pillars which are reinforced with high-strength, low-alloy steel.

\*The roll bar can improve the level of roll-over protection over that of a vehicle without one. But no system, regardless of how sophisticated, can eliminate the chance of injury in an accident. Always wear your seat belt.



The SL steering wheel can be adjusted electrically for tilt and reach. A high-tensile-strength steel roll bar pops up automatically in a fraction of a second in the event of a rollover. It can also be operated by a switch located on the dashboard.

For those engaged in the quest for perfection, the new 600SL coupe/roadster offers a rapid way of achieving the goal. The 600SL delivers 389 well-trained horsepower from a 48-valve, 6.0-liter V-12 engine. Adaptive Damping Suspension (ADS), Antilock Braking System (ABS) and Automatic Slip Control (ASR) help you maintain control. The joys of the 600SL go deep inside: fine leather, burl walnut, heated seats, CD changer and cellular telephone are all standard. Few automobiles offer such competence: owners of the Mercedes-Benz 600SL know well its many pleasures.



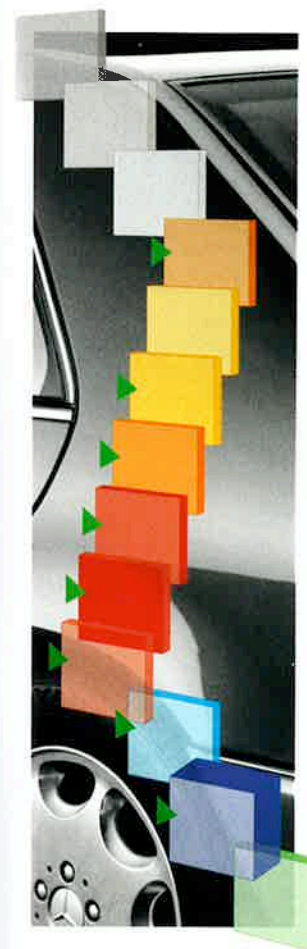
**A COMMITMENT TO EXCELLENCE**

Every S-Class and SL automobile is a reaffirmation of a tradition which reaches back more than a century: the Mercedes-Benz commitment to pushing out the bounds of technology. Continuing research using modern techniques such as computer-aided design and manufacture helps maintain an industry leadership position in areas such as structural design, power management, safety technology, and the budding efforts to conserve our environment. From the first design sketch to the final assembly process, the S-Class and SL models confirm the Mercedes-Benz commitment to excellence.



**AN EXACTING LEVEL OF  
FIT AND FINISH DISTINGUISHES  
EVERY MERCEDES-BENZ**

Multiple layers of body protection (below) include the use of galvanized steel in some areas. The body is cleaned with zinc phosphate and then immersed in an electro-dip primer. Critical seams receive a protective sealant and the lower body is protected by a resilient synthetic coat. A primer filler, color coat and urethane clear coat (some colors) are protected during overseas transportation by a protective coating.



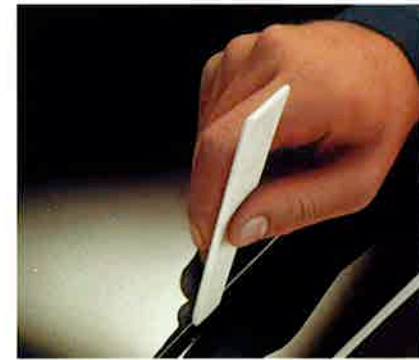
While exacting construction is evident throughout a Mercedes-Benz, its sheet metal is most often used as a measure of overall quality because it is most easily visible. The precision used in assembling an S-Class or SL body is what you would expect of Mercedes-Benz: body panel variations are limited to extremely close tolerances.

**PRECISION ASSEMBLY**

Robots are used to assemble the body panels for greatest uniformity and the panels are then securely mated using approximately 5,000 spot welds to further increase body strength. Many panel seams are hand-finished, and inspectors stand ready to check for an exacting surface finish. The result of all this effort for superb precision can be seen easily in the satisfyingly uniform fit between the hood and fenders, or the doors and their sills.

**BEAUTY IN THE DETAILS**

Mercedes-Benz quality encompasses finish as well as fit, and in this area, S-Class and SL owners are justifiably proud. In addition to hand-finished critical body seams, the paint of the Mercedes-Benz bodywork is applied with great care and the exterior brightwork is carefully detailed. The seats are covered by skilled artisans who assure that there are no unsightly edges or seams and the interior wood trim is exquisitely hand finished. Wherever you inspect a Mercedes-Benz automobile, you'll find exacting attention to detail.



A gauge (top) is used by skilled inspectors to verify proper fit between the body panels. The bottom photograph shows a computer-controlled robotic gauge used to check selected body samples. It instantly verifies dimensional consistency to thousandths of an inch.

**THE MERCEDES S-CLASS BODY  
IS BOTH PHYSICALLY SECURE AND  
FITTINGLY STYLISH**

In the Mercedes-Benz S-Class monocoque body, the sheet metal forms a highly rigid structure through which normal stresses of the driveline and suspension are distributed. All S-Class bodies also have front and rear "crumple zones" which afford occupants greater security by absorbing frontal and rear-end impact energy, thereby reducing the forces which reach the rigid cabin structure.

**HIGH-STRENGTH MATERIALS**

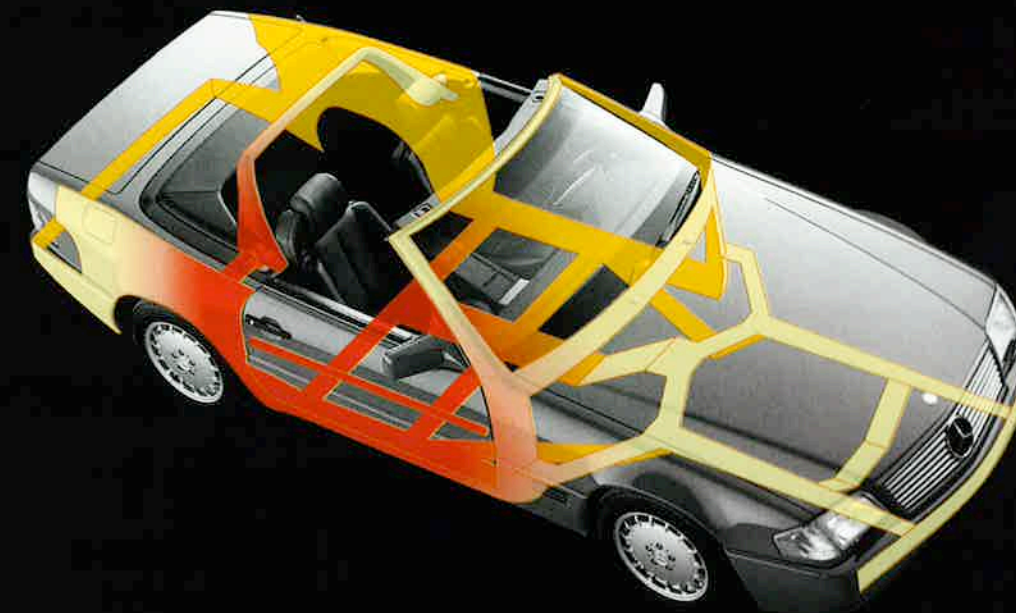
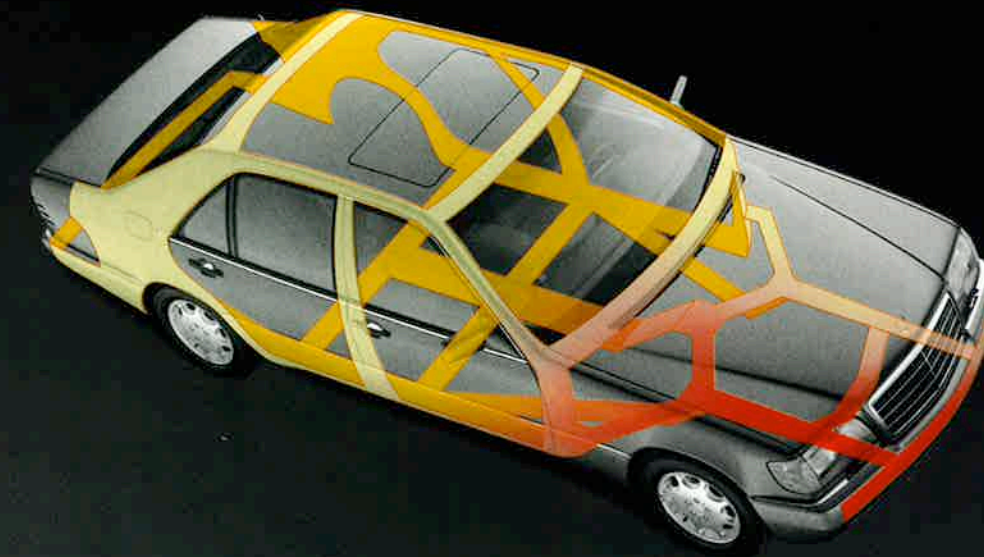
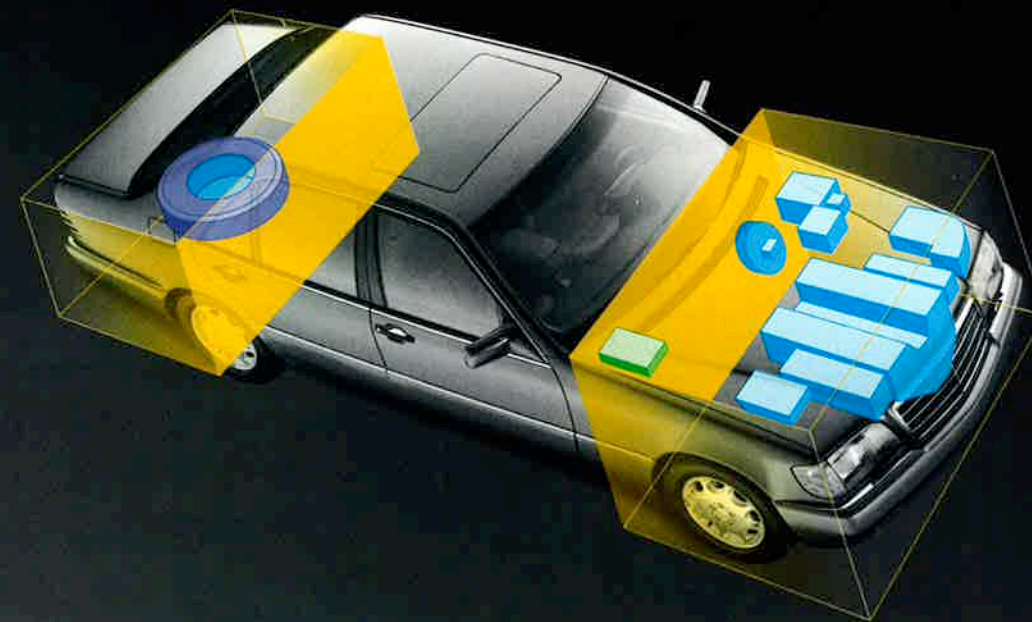
Mercedes uses two different steels in constructing its S-Class monocoque bodies. Body panels and much of the underlying structures are formed from low-carbon steel. In high-stress areas, high-strength, low-alloy (HSLA) steel is used to gain additional strength and offer additional protection for occupants in the event of an accident.

**SOLID, PRECISE AND QUIET**

Because of its great inherent strength, the advanced Mercedes-Benz monocoque construction provides a highly rigid foundation so the sophisticated, fully independent suspension can operate more precisely. Greater strength also permits a more accurate fit between body panels, which are far less likely to develop rattles and squeaks over time. Therefore, the Mercedes-Benz S-Class automobile can offer not only increased stability and improved handling response, but a quieter and more comfortable ride, as well. Such time-proven engineering means the S-Class body stays solid over its lifetime.

Underhood items within the front crumple zone are staggered so they will not stack up and intrude into the cabin during a collision (top). The spare tire is purposely located in the rear crumple zone to help absorb some collision force. In an offset frontal collision a full-width front cross-member helps distribute some impact forces to the opposite side of the car (center). Two forked members help divert some impact forces and also help reduce intrusion into the passenger compartment. A substructure of reinforced steel panels encircles the passenger cabin. Critical areas of the substructure are formed from HSLA steel for extra strength. In a side impact, the same substructure helps to dissipate the forces of a side collision throughout the body, reducing the forces on the cabin itself and helping to keep it from deforming (bottom).\*

\*Drawings are for reference only.



Critical areas of the Mercedes S-Class monocoque body are constructed from multiple layers of steel, including component reinforcements of high-strength low-alloy (HSLA) steel. The door handles are designed to provide a good grip for either hand, from above or below. Once the doors have been gently latched, special electro-pneumatic assists pull them into their fully closed position.



**1** Mercedes-Benz has conducted safety research for over fifty years: the chassis shown above is an early safety design.

**2** The crumple zone concept was pioneered by Mercedes-Benz as a result of its safety research program. The front and rear crumple zones of the S-Class or SL model body deform progressively, absorbing much of the impact energy and helping to protect the passenger cabin.

real-world accidents than full frontal collisions. Mercedes-Benz has, for this reason, designed an offset frontal collision test to help guide its development of a crash-worthy body structure. In this test, only a part of the front of the vehicle strikes the test barrier, resulting in a much greater concentration of impact energy and vehicle stress. The rugged front bumper crossmember and sub-frame help distribute some offset collision forces across the entire width of the car.



padding knee bolsters for seats which face an air bag help prevent the occupants from "submarining," or being forced under the seat belts (and air bags). Emergency tensioning retractors (ETR) remove slack from both front seat belts.

likelihood of the steering wheel intruding into the vehicle, and further reducing the likelihood of driver injury. The brake pedal assembly also pivots away from the driver's feet.

**7** Specially configured sections in the S-Class and SL passenger cabins are high-strength low-alloy

around the driveshaft and transmission tunnel add to the cabin's great strength. Front seat mounting points are reinforced.

**9** Over 5,000 welds enhance the strength of the SEL body. Low-temperature, long-duration welds lessen distortion.



**11** The S-Class and SL front seat backs are sturdily designed to

**13** S-Class and SL door handles are sturdy grips which make it easier to pull the door open in the event of an accident.

**14** An HSLA steel roll bar on the SL coupe/roadster pops up in one-third of a second if sensors detect an imminent rollover.

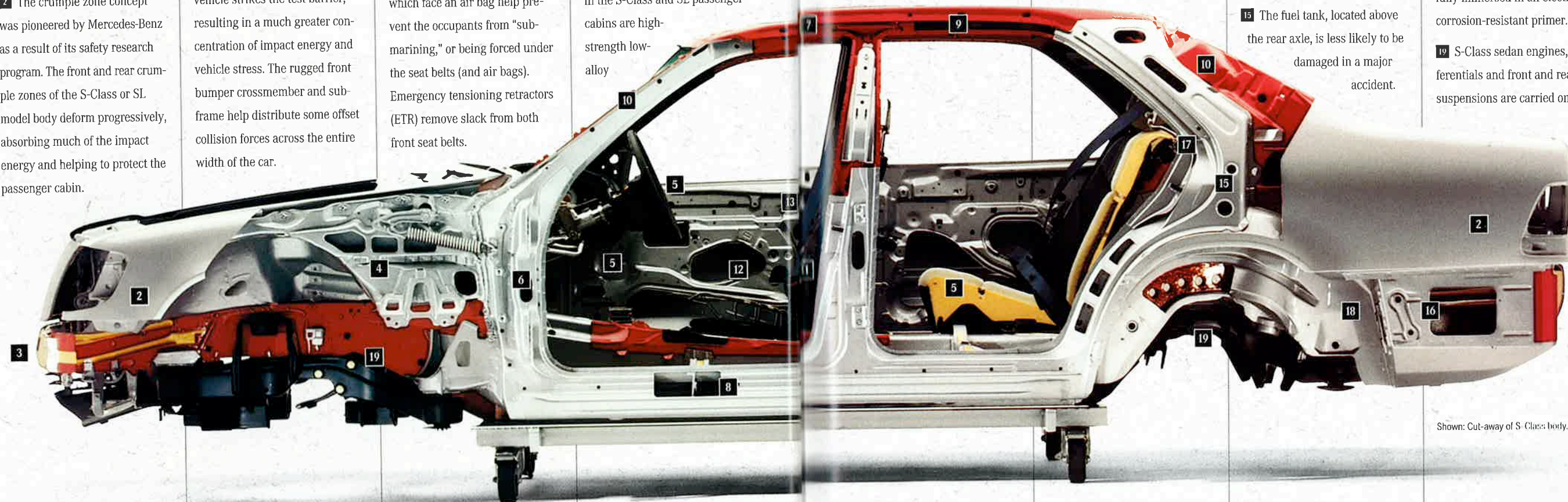
**15** The fuel tank, located above the rear axle, is less likely to be damaged in a major accident.



adds to the chassis' ability to resist flexing.

**18** All Mercedes-Benz bodies are fully immersed in an electro-dip corrosion-resistant primer.

**19** S-Class sedan engines, differentials and front and rear suspensions are carried on sub-



Shown: Cut-away of S-Class body.

**3** Mercedes-Benz research has also revealed that an offset frontal collision occurs more often in



**4** Underhood items mounted within the crumple zone are staggered to help avoid their stacking up and intruding into the cabin.

**5** The Supplemental Restraint System (SRS)\* goes beyond air bags. Built-in seat squabs and

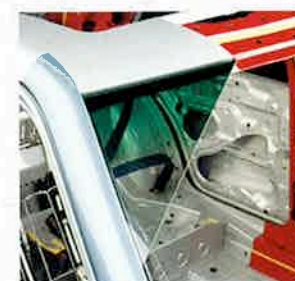
**6** In a severe frontal collision, the S-Class lower steering column is designed to deform while a jointed link folds under impact, reducing the



(HSLA) steel (shown in red) to enhance passenger cabin rigidity.

**8** The floor panel of an S-Class sedan is extensively reinforced to improve cabin rigidity. A heavy crossmember, lateral members of HSLA steel and reinforcements

**10** S-Class windshields and rear windows are firmly bonded to the body with a hard adhesive so they add to cabin stiffness.



withstand the force of a 30-mph car-to-car rear impact.

**12** High-strength low-alloy (HSLA) steels are used in the S-Class and SL side door beams, which were designed with side-impact protection in mind.

**16** The full-size spare tire is positioned horizontally so that it helps absorb rear impact forces.

**17** A solid rear bulkhead is located just behind the rear seats to help separate passengers from the trunk area. Its strength also

frames to help isolate vibration and to help keep the components from intruding into the passenger cabin during an impact.



\*Air bags are a supplemental restraint. Please, always wear your seat belts.

**SUPERB, RESPONSIVE  
ENGINES ARE A WELL-ESTABLISHED  
MERCEDES-BENZ TRADITION**

While powerful and reliable, each S-Class engine is also pleasant to look at. Part of the engine's beauty derives from the fine finish of the light-alloy castings. The graceful sweep of the intake manifold, as shown on the 6.0-liter engine at the left, is both dramatic and functional: while aesthetically satisfying, the manifold's design also helps to provide a low-restriction path for optimum engine breathing and increased power output.

The Mercedes-Benz S-Class and SL engines are designed to achieve superb reliability and performance. Exacting assembly techniques help to assure that each one will provide dependable service over many years.

**INDIVIDUAL ATTENTION**

As it is being assembled, every S-Class and SL engine receives individual attention. Critical components such as pistons and bearings are hand-selected for optimum fit. Then, each engine is run on a test bed and verified for proper operation before it is finally placed in the automobile. Routinely, a certain number of the tested engines will be subjected to longer-term evaluation, and then be torn down to verify that all parts are functioning properly.

**POWERFUL BY DESIGN**

The Mercedes-Benz S-Class turbodiesel engine\* has an aluminum-alloy cylinder head for light weight, a precombustion chamber for more efficient operation and is turbocharged for greater power. Encapsulated with sound-absorbing materials for reduced noise, the diesel is designed for low emissions, easy starting and high fuel economy. All S-Class and SL gasoline engines are fuel injected to help assure optimum fuel delivery and good performance over a wide range of operating conditions. Careful design of the intake and exhaust manifolds and a suitably sized catalytic converter enhance the engine's ability to breathe more efficiently.

\*Not available in California



High performance is only one aspect of the S-Class engines. No matter how long or arduous the journey, it's reassuring to know the care which has gone into the assembly and testing of the Mercedes-Benz engine. Numerous inspections help assure that the finished vehicle is properly assembled and ready for years of service.

OVER A CENTURY OF  
CONSTANT DEVELOPMENT CONTRIBUTES  
TO EVERY POWERPLANT

From the pioneering vehicles of 1886 to the Group C Championship cars of 1989, Mercedes-Benz has progressively refined its engines for greater power and reliability. An active program of research and development assures that Mercedes-Benz engines reflect the latest technology.

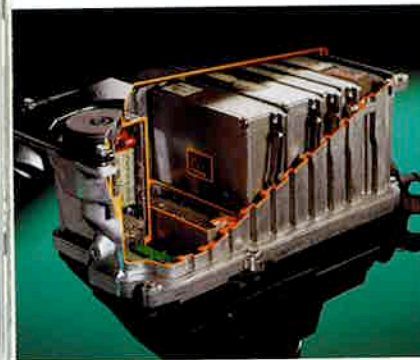
COMPUTERS THAT COMMUNICATE

Mercedes-Benz automobiles are fitted with as many as six on-board computers, which are located in a cast-alloy housing between the dual bulkheads. While each is dedicated to a specific function for engine, suspension, braking or traction control, they can provide added reliability by sharing data. The Mercedes-Benz Control Area Network (CAN) uses a single coaxial cable to provide real-time data sharing. As is the case with advanced aerospace designs, sharing data enhances overall system reliability. Redundancy also provides an effective backup system: if some part of the system fails, CAN helps to keep the vehicle functioning properly.

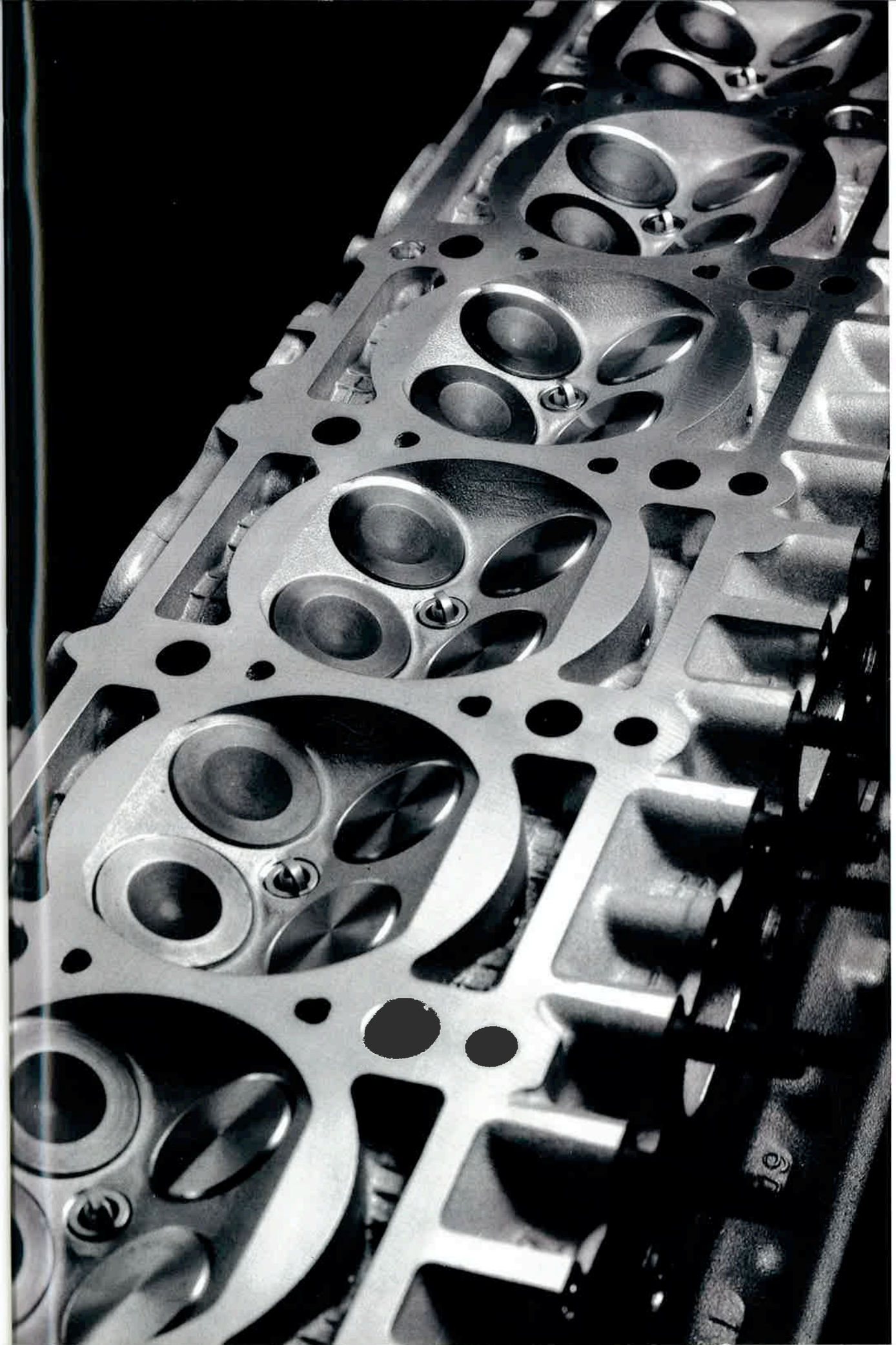
A LEXICON OF POWER

Mercedes-Benz V-8 and V-12 engine blocks are cast aluminum alloy, for high strength and low weight, and have silicon-impregnated cylinder walls for improved durability. Their crankshaft main-bearing caps are secured with six bolts for greater strength. Dual, chain-driven overhead camshafts, sodium-cooled exhaust valve stems and variable intake valve timing are examples of modern features.

Individual components reflect leading-edge engine technology as well as superb craftsmanship. S-Class and SL gasoline engines feature four valves per cylinder and dual overhead camshafts for more efficient performance. Cast-iron 6-cylinder engine blocks have thin-wall construction for reduced weight, while V-8 and V-12 engine blocks are formed from a strong yet lightweight and durable aluminum alloy.



Performance always counts: 300SD diesel engines are turbocharged and fuel-injected; all S-Class gasoline engines feature electronic fuel injection. Computers precisely control fuel delivery and ignition timing to provide the most efficient, responsive power for any given driving condition.





**WITH A MERCEDES-BENZ,  
PRECISE CONTROL IS A DIRECT BENEFIT  
OF PRECISE DESIGN**

Decades of racing experience have contributed to the design of the Mercedes-Benz front and rear suspensions. Notice that both the front and rear suspensions place the damper strut or shock absorber and coil spring at separate locations on the lower control arm so that the operation of both is optimized. On both front and rear suspensions, broad lower arms are formed from stamped steel and attached using rubber mounting bushings which help isolate the cabin from road noise and vibration.

Mercedes-Benz has designed a truly sophisticated fully independent suspension for the S-Class. The suspension and speed-sensitive power-assisted steering work in concert to provide consistent control, the desired amount of road feedback for precise "feel" and a tight turning circle for truly outstanding maneuverability.

**SUPPLE FRONT SUSPENSION**

The front suspension of the S-Class sedan utilizes upper and lower control arms and a damper strut to position the wheel properly. This design allows both the coil spring and damper strut to operate more effectively. The bottom attachment point of the damper strut is located close to the wheel for optimum control. The front spring, however, is located somewhat inboard and separate from the damper to allow a longer, more supple spring for a better ride, especially over rough surfaces.

**MULTILINK REAR SUSPENSION**

The unique, patented, multilink Mercedes-Benz rear suspension is a lightweight equivalent of upper and lower A-arms with a separate link to control the tendency for the rear wheels to steer the car over bumps. Separate shock absorbers and springs are attached to the large lower links, an arrangement which offers the same virtues of ride and handling as the front suspension layout. This design helps assure that the rear wheels offer maximum traction and power transfer to the ground.



The Mercedes-Benz S-Class offers a superb combination of a comfortable ride and precise control, thanks to its fully independent suspension. An Adaptive Damping Suspension (ADS) can be adjusted for Sport or Comfort handling (standard on 600SEL and 600SL, optional on all other S-Class and SL models).

**A REFINED BRAKING SYSTEM  
WHICH ENSURES CONFIDENCE BY  
ENHANCING CONTROL**

You're driving cautiously on rain-soaked pavement when an onrushing car suddenly strays into your path. Reflexively, you apply the brakes – hard – and attempt to maneuver your way to safety. Whether you can avoid the accident may depend on the Antilock Braking System (ABS), which has been standard equipment on all Mercedes-Benz automobiles in the U.S. since 1989.

**COMPUTER CONTROL**

ABS is a sophisticated fourth-generation system which uses electronic sensors and computer controls to detect impending wheel lockup. Under hard braking, sensors monitor wheel rotation and signal a central processing unit which causes brake system pressure to pulse as frequently as necessary. This action is similar to pumping the brake pedal, but occurs much faster than a driver could manage. The rate of pulsing depends on how rapidly the wheels are approaching lockup. During ABS operation, there is no loss of braking effectiveness, and steering control is retained even when braking on wet or slippery surfaces. ABS can modulate brake pressure to a degree of control not possible with ordinary brakes.

**UNOBTRUSIVE OPERATION**

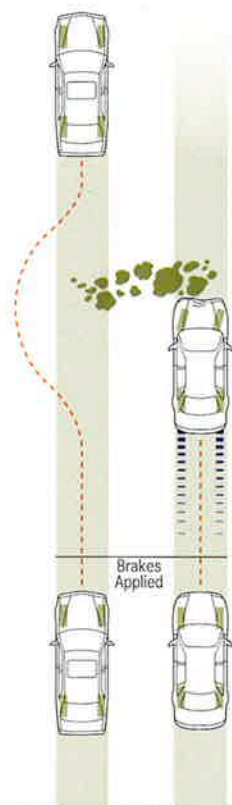
S-Class and SL drivers may not realize exactly when they are being helped by the Mercedes-Benz ABS. The driver may notice a slight pulsing of the brake pedal, but otherwise the system is as unobtrusive as it is effective.

Mercedes-Benz ABS uses a sophisticated computer and toothed sensors at the front wheels (right) and on the rear axle to signal the ABS computer of impending wheel lockup. Large ventilated brake rotors help keep the front brakes cool and efficient. In the comparison (below), the vehicle equipped with ABS (left) is able to maintain its steering control while braking on a slippery surface. The car not equipped with ABS (right) locks up its wheels and could slide out of control.

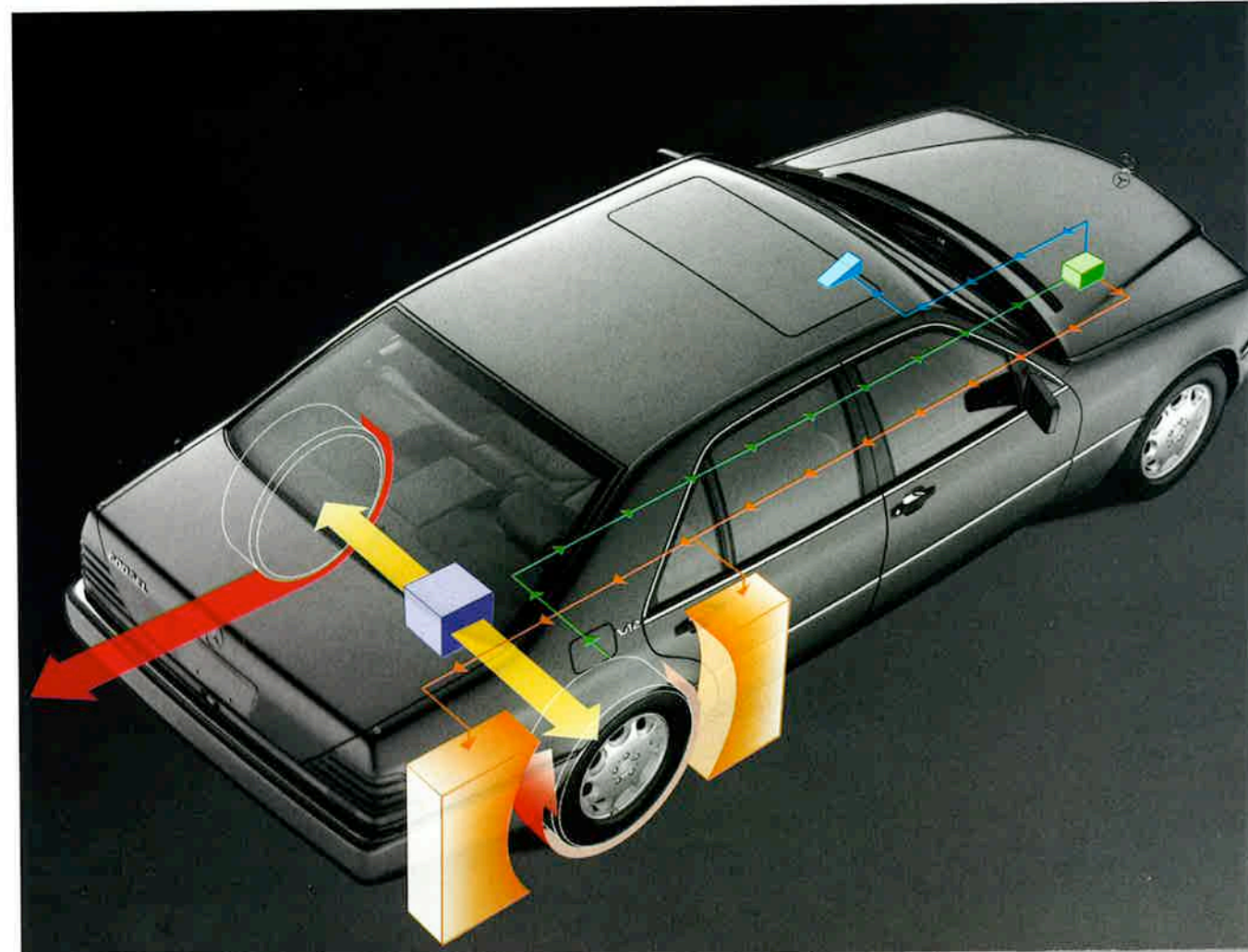
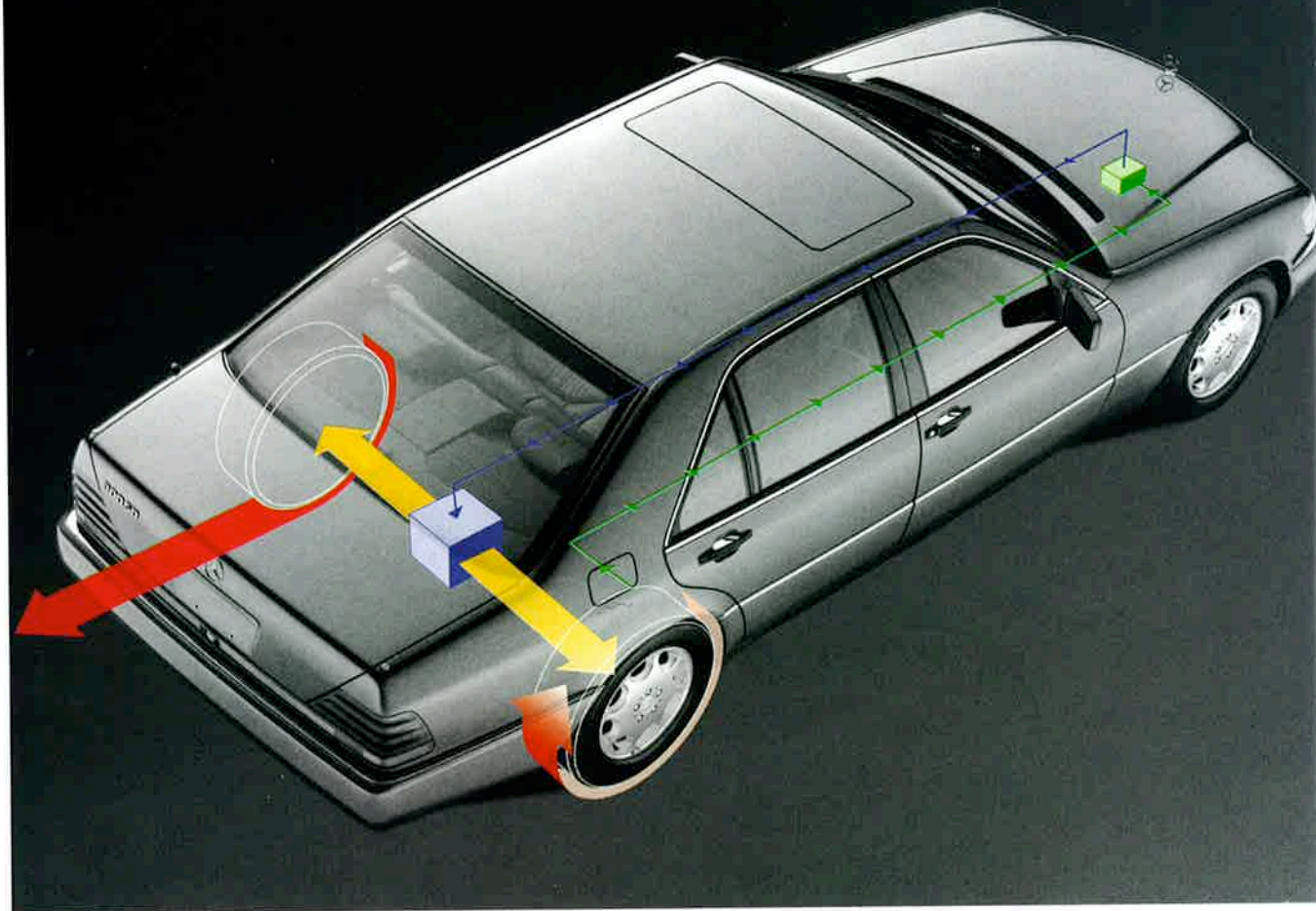


The Antilock Braking System (ABS) operates automatically, without driver effort, to help maintain steering control while braking on slippery surfaces. The SEL sedans also feature front/rear brake force proportioning, which adjusts brake force distribution as driving conditions vary. All S-Class and SL models are equipped with 4-piston front calipers for more uniform brake application.

With ABS      Without ABS



**ASD AND ASR TECHNOLOGY  
HELPS MAINTAIN TRACTION WHEN AND WHERE  
YOU NEED IT MOST**



ASD is illustrated in the diagram at top left. The system monitors wheel slippage using the same sensors as ABS. At speeds up to 19 mph, if the system detects differences in the speed between the front and rear wheels, power is redistributed until traction is regained. ASR also acts on the rear wheels (bottom left), controlling the rear brakes and/or the throttle to maintain the greatest traction possible during acceleration or cornering.

\*Please Note: Mercedes-Benz engineers have provided you with some of the most highly sophisticated driving systems available today. However, no system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please make it your responsibility to operate your car in a safe and prudent manner at all times.

While ABS enhances control during braking, ASD and ASR are Mercedes-Benz computerized systems that manage the rear wheels while accelerating.\* Both of the systems use data from the ABS to improve traction. Whenever ASD or ASR is activated, a light on the instrument panel alerts the driver to changing road conditions.

**AUTOMATIC LOCKING DIFFERENTIAL**  
The Automatic Locking Differential (ASD) operates automatically at speeds below approximately 19 mph to limit wheel slip. ASD is a computer-controlled, variable, hydraulic-locking differential which can redistribute power away from the slipping wheel. The ASD warning light located in the speedometer alerts the driver of possible wheelspin. ASD is available on the 300SD and on the 300SL with manual transmission.

**AUTOMATIC SLIP CONTROL**  
The Automatic Slip Control (ASR) uses throttle and brake controls to reduce the possibility of wheelspin below approximately 24 mph. If wheel slippage is detected, the brakes are applied to either or both rear wheels until traction is returned. If slippage continues, the engine is throttled back until traction is regained. Above approximately 24 mph, the engine is throttled back before the brakes are applied. ASR is standard on the 500SEL, 500SL, 600SEL and 600SL and is optional on the 300SE, 400SEL and automatic-transmission 300SL.



When driving conditions are difficult, you're not distracted by having to manually engage ASD or ASR. They work automatically to retain control in low-traction situations. You can pay full attention to the road ahead knowing that your Mercedes-Benz is actively helping to maintain control.

## FEATURES OVERVIEW

## STANDARD FEATURES

Feature photos below apply to both the 300SD and 300SE sedans. A model-specific list of selected features is provided at right.

## 300SD\*



## 300SE



Front seats can be power-adjusted 12 ways with logical seat-shaped controls.



Position of electric inside and outside mirrors is included in the seat memory.



The driver can fold down the rear head restraints using a dashboard switch.



CFC-free automatic climate control has separate left and right settings.



Wipers clear 90 percent of windshield, adjust their speed to the car's speed.



Rear-seat passengers are also treated to dual adjustable air outlets.



The Bose® Beta stereo sound system offers lifelike music reproduction.



Infrared transmitter in the ignition key operates the central locking system.



Pop-up reversing guides rise to assist in backing up, then silently disappear.

## MECHANICAL FEATURES

- 3.5-liter in-line 6-cylinder turbodiesel engine
- 4-speed automatic transmission
- Electronic cruise control
- Power-assisted 4-wheel disc brakes with Antilock Braking System (ABS)

## EXTERIOR FEATURES

- Electrically heated rear window, outside mirrors and windshield/headlamp wiper/washer system; vehicle-speed-sensitive windshield wipers
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and front foglamps
- Infrared-remote central locking system
- Electro-pneumatic door/trunk lid closing assist and retracting trunk handle

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point front seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; zebrano wood interior accents
- 12-way electrically adjustable front bucket seats with 3-position memory and electro-pneumatically adjustable lumbar support
- Electrically controlled inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric front and rear dual-pane side windows, all with one-touch up/down control
- Automatic climate control with separate left and right controls; rear air vents
- Bose® Beta sound system
- Antitheft vehicle alarm system
- Delayed-shutoff front courtesy lamp; rear courtesy lamp; entrance lamps; 4 reading lamps; 4 lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Remote-retractable rear head restraints
- Pre-wiring for CD changer and telephone

\*300SD not available in California

## MECHANICAL FEATURES

- 3.2-liter DOHC 24-valve in-line 6-cylinder engine
- 5-speed automatic overdrive transmission
- Electronic cruise control
- Power-assisted 4-wheel disc brakes with Antilock Braking System (ABS)
- Control Area Network (CAN) data management system

## EXTERIOR FEATURES

- Electrically heated rear window, outside mirrors and windshield/headlamp wiper/washer system; vehicle-speed-sensitive windshield wipers
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and front foglamps
- Infrared-remote central locking system
- Electro-pneumatic door/trunk lid closing assist and retracting trunk handle

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point front seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; zebrano wood interior accents
- 12-way electrically adjustable front bucket seats with 3-position memory and electro-pneumatically adjustable lumbar support
- Electrically controlled inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric front and rear dual-pane side windows, all with one-touch up/down control
- Automatic climate control with separate left and right controls; rear air vents
- Bose® Beta sound system
- Antitheft vehicle alarm system
- Delayed-shutoff front courtesy lamp; rear courtesy lamp; entrance lamps; 4 reading lamps; 4 lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Remote-retractable rear head restraints
- Pre-wiring for CD changer and telephone

## STANDARD FEATURES

Feature photos below apply to both the 400SEL and 500SEL sedans. A model-specific list of selected features is provided at right.

## 400SEL



## 500SEL



Front seats can be power-adjusted 12 ways with logical seat-shaped controls.



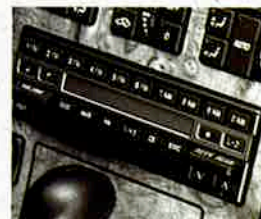
CFC-free automatic climate control has separate left and right settings.



The extended passenger compartment provides 4 inches more rear legroom.



4-wheel ventilated disc brakes with ABS provide safe, smooth stops.



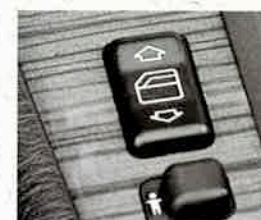
The Bose® Beta stereo sound system offers lifelike music reproduction.



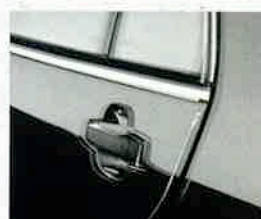
Individual reading lamps are provided for front and rear seat passengers.



Illuminated vanity mirrors are provided for both front and rear seat passengers.



Electric windows feature front and rear one-touch up/down controls.



Electro-pneumatic assist pulls doors and trunk lid closed gently but firmly.

## MECHANICAL FEATURES

- 4.2-liter Twin-DOHC 32-valve V-8 engine
- 4-speed automatic transmission
- Electronic cruise control
- Control Area Network (CAN) data management system
- Power-assisted 4-wheel ventilated disc brakes with Antilock Braking System (ABS); front/rear brake proportioning

## EXTERIOR FEATURES

- Electrically heated rear window, outside mirrors and windshield/headlamp wiper/washer system; vehicle-speed-sensitive windshield wipers
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and front foglamps
- Infrared-remote central locking system
- Electro-pneumatic door/trunk lid closing assist and retracting trunk handle

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point front seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; zebrano wood interior accents
- 12-way electrically adjustable front bucket seats with 3-position memory and electro-pneumatically adjustable lumbar support
- Electrically controlled inside and outside rearview mirrors and tilt/telescoping steering column; all included in seat memory
- Electric front and rear dual-pane side windows, all with one-touch up/down control
- Automatic climate control with separate left and right controls; rear air vents
- Bose® Beta sound system
- Antitheft vehicle alarm system
- Delayed-shutoff front courtesy lamp; rear courtesy lamp; entrance lamps; 4 reading lamps; 4 lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Remote-retractable rear head restraints
- Pre-wiring for CD changer and telephone

## MECHANICAL FEATURES

- 5.0-liter Twin-DOHC 32-valve V-8 engine
- 4-speed automatic transmission
- Electronic cruise control
- Control Area Network (CAN) data management system
- Power-assisted 4-wheel ventilated disc brakes with Antilock Braking System (ABS); front/rear brake proportioning
- ASR Automatic Slip Control
- Hydropneumatic rear-axle level control

## EXTERIOR FEATURES

- Electrically heated rear window, outside mirrors and windshield/headlamp wiper/washer system; vehicle-speed-sensitive windshield wipers
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and front foglamps
- Infrared-remote central locking system
- Electro-pneumatic door/trunk lid closing assist and retracting trunk handle

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point front seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; burli walnut interior accents
- 12-way electrically adjustable front bucket seats with 3-position memory and electro-pneumatically adjustable lumbar support
- Electrically controlled inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric front and rear dual-pane side windows, all with one-touch up/down control
- Automatic climate control with separate left and right controls; rear air vents
- Bose® Beta sound system
- Antitheft vehicle alarm system
- Delayed-shutoff front courtesy lamp; rear courtesy lamp; entrance lamps; 4 reading lamps; 4 lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Electrically adjustable rear seat and head restraints with remote raise/retract control
- Activated charcoal climate control filter
- Pre-wiring for CD changer and telephone

## FEATURES OVERVIEW

## STANDARD FEATURES

Feature photos below apply to the 600SEL sedan. A model-specific list of selected features is provided at right.

## 600SEL



The Bose® Beta stereo sound system offers lifelike music reproduction.



CD changer is concealed in the trunk and operated from the radio controls.



Multicontour front seats can conform precisely to your body's dimensions.



Rear seat back and head restraints can be adjusted at the touch of a button.



Front and rear seats can be individually heated for soothing warmth.



Rear compartment air conditioning has individual left and right controls.



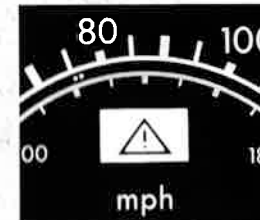
Adaptive Damping Suspension is driver adjustable for Sport or Comfort mode.



An electrically operated rear window sunshade adds to privacy and comfort.



Cellular telephone allows hands-free conversation, one-touch dialing.



Automatic Slip Control helps maintain traction on slippery roads, loose gravel.

## MECHANICAL FEATURES

- 6.0-liter Twin-DOHC 48-valve V-12 engine
- 4-speed automatic transmission
- Electronic cruise control
- Control Area Network (CAN) data management system
- Power-assisted 4-wheel ventilated disc brakes with Antilock Braking System (ABS); front/rear brake proportioning
- ASR Automatic Slip Control
- Adaptive Damping Suspension (ADS)

## EXTERIOR FEATURES

- Electric sliding steel sunroof with rear pop-up feature
- Electrically heated rear window, outside mirrors and windshield/headlamp wiper/washer system; vehicle-speed-sensitive windshield wipers
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and front foglamps
- Infrared-remote central locking system
- Electro-pneumatic door/trunk lid closing assist and retracting trunk handle

## INTERIOR FEATURES

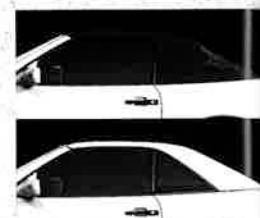
- Supplemental Restraint System (SRS) with dual air bags; 3-point front seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; burl walnut interior and gearshift accents
- 12-way electrically adjustable multicontour front seats with 3-position memory
- Electrically controlled inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric front and rear dual-pane side windows, all with one-touch up/down control
- Bose® Beta sound system
- Antitheft vehicle alarm system
- Delayed-shutoff front courtesy lamp; rear courtesy lamp; entrance lamps; 4 reading lamps; 4 lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Electrically adjustable rear seat and head restraints with remote raise/retract control
- Electrically heated front and rear seats
- Activated charcoal climate control filter
- Automatic climate control with separate front and rear/left and right controls
- Integrated trunk-mounted CD changer
- Integrated cellular telephone
- Electrically operated retractable rear-window sunshade

## STANDARD FEATURES

Feature photos below apply to the 300SL, 500SL and 600SL coupe/roadsters. A model-specific list of selected features is provided at right.



Automatic climate control helps maintain a pleasant interior environment.



The insulated, color-keyed hardtop can transform an SL into a closed coupe.



Pop-up rollbar offers instant, automatic protection in the event of a rollover.



Wind deflector reduces noise and turbulence, can be stowed away in trunk.



10-way power-adjustable seats assure you of finding a comfortable position.



A true sports car deserves sports car instrumentation: clear and complete.

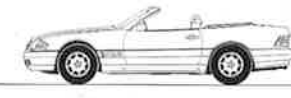


Halogen headlamps and projector-beam foglamps brilliantly light the roadway.



Remote-control key locks doors, trunk, fuel filler and interior compartments.

## 300SL



## MECHANICAL FEATURES

- 3.0-liter DOHC 24-valve in-line 6-cylinder engine
- 5-speed manual or 5-speed automatic transmission
- Electronic cruise control
- Power-assisted 4-wheel disc brakes with Antilock Braking System (ABS)

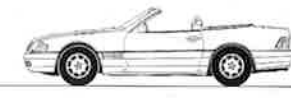
## EXTERIOR FEATURES

- Heated rear window (hardtop only), outside mirrors and windshield/headlamp wiper/washer system; speed-sensitive eccentric-sweep windshield wiper
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and projector-beam front foglamps
- Infrared-remote central locking system
- Automatic electric/hydraulic convertible top; removable color-keyed hardtop
- Automatic pop-up roll bar; wind deflector

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; burl walnut interior accents
- 10-way electrically adjustable front bucket seats with 3-position memory
- Electric inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric windows with one-touch-down
- Automatic climate control
- High-performance AM and FM stereo cassette sound system
- Antitheft vehicle alarm system
- Dual front delayed-shutoff courtesy lamps; entrance lamps; dual reading lamps; dual lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Pre-wiring for CD changer and telephone

## 500SL



## MECHANICAL FEATURES

- 5.0-liter Twin-DOHC 32-valve V-8 engine
- 4-speed automatic transmission
- Electronic cruise control
- Power-assisted 4-wheel disc brakes with Antilock Braking System (ABS)
- Control Area Network (CAN) data management system
- ASR Automatic Slip Control

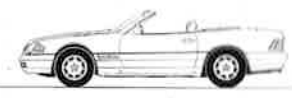
## EXTERIOR FEATURES

- Heated rear window (hardtop only), outside mirrors and windshield/headlamp wiper/washer system; speed-sensitive eccentric-sweep windshield wiper
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and projector-beam front foglamps
- Infrared-remote central locking system
- Automatic electric/hydraulic convertible top; removable color-keyed hardtop
- Automatic pop-up roll bar; wind deflector

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; burl walnut interior accents
- 10-way electrically adjustable front bucket seats with 3-position memory
- Electric inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric windows with one-touch-down
- Automatic climate control
- High-performance AM and FM stereo cassette sound system
- Antitheft vehicle alarm system
- Dual front delayed-shutoff courtesy lamps; entrance lamps; dual reading lamps; dual lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Pre-wiring for CD changer and telephone

## 600SL



## MECHANICAL FEATURES

- 6.0-liter Twin-DOHC 48-valve V-12 engine
- 4-speed automatic transmission
- Electronic cruise control
- Power-assisted 4-wheel disc brakes with Antilock Braking System (ABS)
- Control Area Network (CAN) data management system
- ASR Automatic Slip Control
- Adaptive Damping Suspension (ADS) with all-wheel automatic level control

## EXTERIOR FEATURES

- Heated rear window (hardtop only), outside mirrors and windshield/headlamp wiper/washer system; speed-sensitive eccentric-sweep windshield wiper
- Automatic AM/FM/cellular electric antenna
- Halogen headlamps and projector-beam front foglamps
- Infrared-remote central locking system
- Automatic electric/hydraulic convertible top; removable color-keyed hardtop
- Automatic pop-up roll bar; wind deflector

## INTERIOR FEATURES

- Supplemental Restraint System (SRS) with dual air bags; 3-point seat belts with automatic shoulder-belt anchor adjustment
- Leather-upholstered seats and interior; burl walnut interior and gearshift accents
- 10-way electrically adjustable front bucket seats with 3-position memory
- Electric inside and outside rearview mirrors and tilt/telescoping steering column, all included in seat memory
- Electric windows with one-touch-down
- Automatic climate control
- High-performance AM and FM stereo cassette sound system
- Antitheft vehicle alarm system
- Dual front delayed-shutoff courtesy lamps; entrance lamps; dual reading lamps; dual lighted vanity mirrors
- Electronic tachometer, quartz clock and outside-temperature indicator; gauges for fuel level, fuel economy, oil pressure and coolant temperature
- Automatic day/night mirror
- Electrically heated seats
- Integrated trunk-mounted CD changer
- Integrated cellular telephone

**S-CLASS SEDAN OPTIONAL EQUIPMENT**

(a) Integrated cellular telephone has hands-free conversation feature, uses the radio's antenna (standard on 600SEL). (b) The ADS Adaptive Damping Suspension (standard on 600SEL), is driver-adjustable for Sport or Comfort modes. (c) Electric rear seat back tilts for added comfort (standard on 500SEL and 600SEL). (d) Trunk-mounted CD changer is integrated with the

sound system (standard on 600SEL). (e) Individual heated seats are available for both the front and rear (standard on 500SEL and 600SEL). (f) ASD Automatic Locking Differential, optional on 300SD, redistributes power away from the slipping wheel. ASR Automatic Slip Control (optional on 300SE and 400SEL, standard on 500SEL and 600SEL) helps maintain traction

on slippery surfaces. (g) Multicontour front seat backs, available individually, adjust precisely to the occupant's physique (standard on 600SEL). (h) The four-passenger multicontour seating package with rear seat console is optional on all S-Class sedans. (i) Activated charcoal filter (standard on 500SEL and 600SEL) helps remove outside odors and impurities.



(a) Cellular telephone



(b) Adaptive Damping Suspension



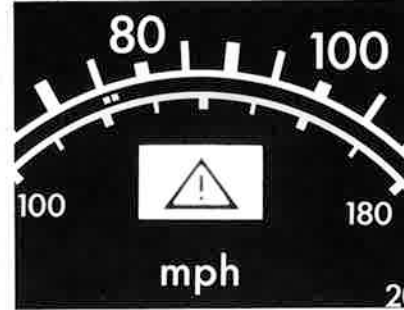
(c) Electric rear seat back



(d) Trunk-mounted CD changer



(e) Electrically heated seats



(f) Traction control systems



(g) Multicontour front seat backs



(h) 4-place multicontour seating



(i) Activated charcoal filter

**SL OPTIONAL EQUIPMENT**

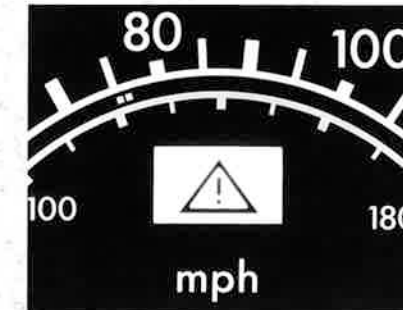
(a) Integrated cellular telephone has hands-free conversation feature, auto-dial and auto-muting of the sound system. It uses the radio's antenna (standard on 600SL). (b) ASD Automatic Locking Differential redistributes power away from the slipping wheel (available on 300SL with 5-speed manual transmission). Automatic Slip Control (ASR) helps reduce

wheel spin on slippery surfaces. ASR is optional on automatic-transmission 300SL and standard on 500SL and 600SL. (c) Electrically heated seats with individual 2-stage controls are available for both the 300SL and the 500SL (standard on 600SL). (d) A CD changer is installed in the trunk at the dealership and protected by a fitted cover. The CD changer is controlled

from the radio (standard on 600SL). (e) The Mercedes-Benz Adaptive Damping Suspension (ADS) automatically adjusts the suspension to optimize handling and ride qualities over a wide range of surfaces and vehicle loads (standard on 600SL). (f) Seats may be individually ordered with electropneumatically adjustable orthopedic seat backs for greater comfort.



(a) Cellular telephone



(b) Traction control systems



(c) Electrically heated seats



(d) Trunk-mounted CD changer

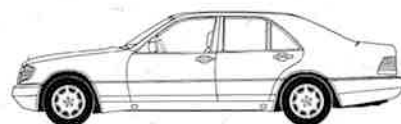


(e) Adaptive Damping Suspension



(f) Orthopedic seat backs

## SD / SE SPECIFICATIONS



300SD SEDAN



300SE SEDAN

## ENGINE &amp; DRIVETRAIN

ENGINE TYPE	SOHC in-line 6-cylinder turbocharged diesel
FUEL SYSTEM	Mechanical fuel injection
FUEL TYPE	Diesel fuel #1 or #2
DISPLACEMENT (cu in/cm <sup>3</sup> )	210.5/3,449
NET POWER (hp/kW @ rpm)	148/110 @ 4,000
NET TORQUE (lb-ft/N·m)	229/310 @ 2,200
COMPRESSION RATIO	22.0:1
MAXIMUM ENGINE SPEED (rpm)	4,250
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.82:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	26.4-3.3/100.0-12.5
OIL CAPACITY (qts/ltrs)	8.5/8.0
COOLANT CAPACITY (qts/ltrs)	11.6/11.0

ENGINE TYPE	DOHC 24-valve in-line 6-cylinder
FUEL SYSTEM	LH electronic fuel injection
FUEL TYPE	Premium unleaded gasoline
DISPLACEMENT (cu in/cm <sup>3</sup> )	195.2/3,199
NET POWER (hp/kW @ rpm)	228/170 @ 5,800
NET TORQUE (lb-ft/N·m)	229/310 @ 4,100
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,700
BATTERY	12V/100 Ah
TRANSMISSION	5-speed automatic
REAR AXLE RATIO	3.69:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	26.4-3.3/100.0-12.5
OIL CAPACITY (qts/ltrs)	7.9/7.5
COOLANT CAPACITY (qts/ltrs)	12.1/11.5

## CHASSIS

BODY CONSTRUCTION	Monocoque
FRONT SUSPENSION	Independent double wishbone with shock absorbers and separate coil springs, lower control arms with antidive geometry, antiroll bar, positive-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers
STEERING	Speed-dependent power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	225/60R16 97V steel-belted radial & 7.5J x 16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS); foot-operated parking brake

BODY CONSTRUCTION	Monocoque
FRONT SUSPENSION	Independent double wishbone with shock absorbers and separate coil springs, lower control arms with antidive geometry, antiroll bar, positive-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers
STEERING	Speed-dependent power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	225/60R16 97V steel-belted radial & 7.5J x 16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS); foot-operated parking brake

## DIMENSIONS

0-60-mph PERFORMANCE (sec)*	12.5
CURB WEIGHT (lbs/kg)	4,610/2,090
WHEELBASE (in/mm)	119.7/3,040
OVERALL LENGTH (in/mm)	201.3/5,113
OVERALL HEIGHT (in/mm)	58.7/1,492
OVERALL WIDTH (in/mm)	74.3/1,886
TRACK (in/mm)	63.1/1,603 front; 62.0/1,576 rear
TURNING CIRCLE (ft/m)	39.9/12.2
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	15.6/0.444
COEFFICIENT OF DRAG	0.31

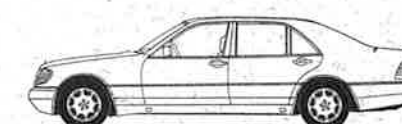
0-60-mph PERFORMANCE (sec)*	8.7
CURB WEIGHT (lbs/kg)	4,630/2,100
WHEELBASE (in/mm)	119.7/3,040
OVERALL LENGTH (in/mm)	201.3/5,113
OVERALL HEIGHT (in/mm)	58.7/1,492
OVERALL WIDTH (in/mm)	74.3/1,886
TRACK (in/mm)	63.1/1,603 front; 62.0/1,576 rear
TURNING CIRCLE (ft/m)	39.9/12.2
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	15.6/0.444
COEFFICIENT OF DRAG	0.31

\*Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

## SEL SPECIFICATIONS



400SEL SEDAN



500SEL SEDAN



600SEL SEDAN

ENGINE TYPE	Twin-DOHC 32-valve aluminum-alloy V-8
FUEL SYSTEM	LH electronic fuel injection
FUEL TYPE	Premium unleaded gasoline
DISPLACEMENT (cu in/cm <sup>3</sup> )	256.1/4,196
NET POWER (hp/kW @ rpm)	275/205 @ 5,700
NET TORQUE (lb-ft/N·m)	295/400 @ 3,900
COMPRESSION RATIO	11.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.82:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	26.4-3.3/100.0-12.5
OIL CAPACITY (qts/ltrs)	8.5/8.0
COOLANT CAPACITY (qts/ltrs)	16.4/15.5

ENGINE TYPE	Twin-DOHC 32-valve aluminum-alloy V-8
FUEL SYSTEM	LH electronic fuel injection
FUEL TYPE	Premium unleaded gasoline
DISPLACEMENT (cu in/cm <sup>3</sup> )	303.5/4,973
NET POWER (hp/kW @ rpm)	315/235 @ 5,600
NET TORQUE (lb-ft/N·m)	347/470 @ 3,900
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.65:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	26.4-3.3/100.0-12.5
OIL CAPACITY (qts/ltrs)	8.5/8.0
COOLANT CAPACITY (qts/ltrs)	16.4/15.5

ENGINE TYPE	Twin-DOHC 48-valve aluminum-alloy V-12
FUEL SYSTEM	LH electronic fuel injection
FUEL TYPE	Premium unleaded gasoline
DISPLACEMENT (cu in/cm <sup>3</sup> )	365.4/5,987
NET POWER (hp/kW @ rpm)	389/290 @ 5,200
NET TORQUE (lb-ft/N·m)	420/570 @ 3,800
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.65:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	26.4-3.3/100.0-12.5
OIL CAPACITY (qts/ltrs)	10.7/10.0
COOLANT CAPACITY (qts/ltrs)	21.1/20.0

BODY CONSTRUCTION	Monocoque
FRONT SUSPENSION	Independent double wishbone with shock absorbers and separate coil springs, lower control arms with antidive geometry, antiroll bar, positive-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers
STEERING	Speed-dependent power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	235/60ZR16 steel-belted radial & 7.5J x 16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel ventilated disc brakes, front/rear brake force proportioning and Antilock Braking System (ABS); foot-operated parking brake

BODY CONSTRUCTION	Monocoque
FRONT SUSPENSION	Independent double wishbone with shock absorbers and separate coil springs, lower control arms with antidive geometry, antiroll bar, positive-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, hydro-pneumatic units that act as shock absorbers and automatic level control
STEERING	Speed-dependent power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	235/60ZR16 steel-belted radial & 7.5J x 16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel ventilated disc brakes, front/rear brake force proportioning and Antilock Braking System (ABS); foot-operated parking brake

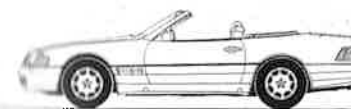
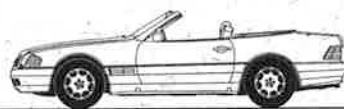
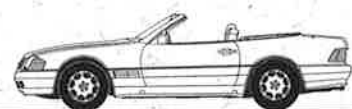
BODY CONSTRUCTION	Monocoque
FRONT SUSPENSION	Independent double wishbone with shock absorbers and separate coil springs, lower control arms with antidive geometry, antiroll bar, positive-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, Adaptive Damping Suspension, hydropneumatic units that act as shock absorbers and automatic level control
STEERING	Speed-dependent power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	235/60ZR16 steel-belted radial & 7.5J x 16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel ventilated disc brakes, front/rear brake force proportioning and Antilock Braking System (ABS); foot-operated parking brake

0-60-mph PERFORMANCE (sec)*	8.1
CURB WEIGHT (lbs/kg)	4,740/2,150
WHEELBASE (in/mm)	123.6/3,140
OVERALL LENGTH (in/mm)	205.2/5,213
OVERALL HEIGHT (in/mm)	58.9/1,495
OVERALL WIDTH (in/mm)	74.3/1,886
TRACK (in/mm)	63.1/1,603 front; 62.0/1,576 rear
TURNING CIRCLE (ft/m)	41.1/12.5
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	15.6/0.444
COEFFICIENT OF DRAG	0.31

0-60-mph PERFORMANCE (sec)*	7.2
CURB WEIGHT (lbs/kg)	4,830/2,190
WHEELBASE (in/mm)	123.6/3,140
OVERALL LENGTH (in/mm)	205.2/5,213
OVERALL HEIGHT (in/mm)	58.9/1,495
OVERALL WIDTH (in/mm)	74.3/1,886
TRACK (in/mm)	63.1/1,603 front; 62.0/1,576 rear
TURNING CIRCLE (ft/m)	41.1/12.5
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	15.6/0.444
COEFFICIENT OF DRAG	0.31

0-60-mph PERFORMANCE (sec)*	6.3
CURB WEIGHT (lbs/kg)	5,095/2,310
WHEELBASE (in/mm)	123.6/3,140
OVERALL LENGTH (in/mm)	205.2/5,213
OVERALL HEIGHT (in/mm)	58.6/1,490
OVERALL WIDTH (in/mm)	74.3/1,886
TRACK (in/mm)	63.1/1,603 front; 62.0/1,576 rear
TURNING CIRCLE (ft/m)	41.1/12.5
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	15.6/0.444
COEFFICIENT OF DRAG	0.31

## SL SPECIFICATIONS



300SL COUPE/ROADSTER

500SL COUPE/ROADSTER

600SL COUPE/ROADSTER

## 1993 FULL MODEL LINE

## 190 CLASS

- 190E 2.3 5-passenger 4-door 4-cylinder sedan  
190E 2.6 5-passenger 4-door 6-cylinder sedan

## 300 CLASS

- 300D 2.5 Turbo 5-passenger 4-door 5-cylinder turbodiesel sedan\*  
300E 2.8 5-passenger 4-door 6-cylinder sedan  
300E 5-passenger 4-door 6-cylinder sedan  
300E 4MATIC™ 5-passenger 4-door 6-cylinder all-wheel-drive sedan  
400E 5-passenger 4-door V-8 sedan  
500E 4-passenger 4-door V-8 sedan

- 300TE 5-passenger 4-door 6-cylinder station wagon  
300TE 4MATIC™ 5-passenger 4-door 6-cylinder all-wheel-drive station wagon

- 300CE 4-passenger 2-door 6-cylinder coupe

- 300CE Cabriolet 4-passenger 2-door 6-cylinder convertible

## S-CLASS AND SL MODELS

- 300SD 5-passenger 4-door 6-cylinder turbodiesel sedan\*  
300SE 5-passenger 4-door 6-cylinder sedan

- 400SEL 5-passenger long-wheelbase 4-door V-8 sedan  
500SEL 5-passenger long-wheelbase 4-door V-8 sedan  
600SEL 5-passenger long-wheelbase 4-door V-12 sedan

- 500SEC 4-passenger 2-door V-8 coupe  
600SEC 4-passenger 2-door V-12 coupe

- 300SL 2-passenger 2-door 6-cylinder coupe/roadster  
500SL 2-passenger 2-door V-8 coupe/roadster  
600SL 2-passenger 2-door V-12 coupe/roadster

## ENGINE &amp; DRIVETRAIN

	300SL COUPE/ROADSTER	500SL COUPE/ROADSTER
ENGINE TYPE	DOHC in-line 24-valve 6-cylinder	Twin-DOHC 32-valve aluminum-alloy V-8
FUEL SYSTEM	KE electro-mechanical fuel injection	LH electronic fuel injection
FUEL TYPE	Premium unleaded gasoline	Premium unleaded gasoline
DISPLACEMENT (cu in/cm <sup>3</sup> )	180.6/2,960	303.5/4,973
NET POWER (hp/kW @ rpm)	228/170 @ 6,300	315/235 @ 5,600
NET TORQUE (lb-ft/N-m)	201/272 @ 4,600	347/470 @ 3,900
COMPRESSION RATIO	10.0:1	10.0:1
MAXIMUM ENGINE SPEED (rpm)	7,000	6,000
BATTERY	12V/100 Ah	12V/100 Ah
TRANSMISSION	5-speed manual or 5-speed automatic	4-speed automatic
REAR AXLE RATIO	3.46:1 manual/3.69:1 automatic	2.65:1
FUEL CAPACITY (tank-reserve, gals/ltrs)	21.1-2.6/80.0-10.0	21.1-2.6/80.0-10.0
OIL CAPACITY (qts/ltrs)	7.9/7.5	8.5/8.0
COOLANT CAPACITY (qts/ltrs)	12.1/11.5	16.4/15.5

## CHASSIS

	300SL COUPE/ROADSTER	500SL COUPE/ROADSTER
BODY CONSTRUCTION	Monocoque	Monocoque
FRONT SUSPENSION	Independent damper struts with separate coil springs, triangular lower control arms with antidive geometry, antiroll bar and negative-offset steering	Independent damper struts with separate coil springs, triangular lower control arms with antidive geometry, antiroll bar and negative-offset steering
REAR SUSPENSION	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers	Independent multilink geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers
STEERING	Power-assisted recirculating-ball with hydraulic steering damper	Power-assisted recirculating-ball with hydraulic steering damper
TIRES & WHEELS	225/55 ZR16 steel-belted radial & 8J x16 aluminum-alloy	225/55 ZR16 steel-belted radial & 8J x16 aluminum-alloy
BRAKING SYSTEM	2-circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS); foot-operated parking brake	2-circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS); foot-operated parking brake

## DIMENSIONS

	300SL COUPE/ROADSTER	500SL COUPE/ROADSTER
0-60-mph PERFORMANCE (sec)*	8.7 manual/8.3 automatic	6.4
CURB WEIGHT (lbs/kg)	4,035/1,830	4,165/1,890
WHEELBASE (in/mm)	99.0/2,515	99.0/2,515
OVERALL LENGTH (in/mm)	176.0/4,470	176.0/4,470
OVERALL HEIGHT (in/mm)	51.3/1,303 (with hardtop)	51.3/1,303 (with hardtop)
OVERALL WIDTH (in/mm)	71.3/1,812	71.3/1,812
TRACK (in/mm)	60.4/1,535 front; 60.0/1,523 rear	60.4/1,535 front; 60.0/1,523 rear
TURNING CIRCLE (ft/m)	35.3/10.8	35.3/10.8
TRUNK CAPACITY (cu ft/m <sup>3</sup> )	7.9/0.228	7.9/0.228
COEFFICIENT OF DRAG	0.32 with hardtop/0.34 with soft top	0.32 with hardtop/0.34 with soft top

\*Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

\*Not available in California  
Note: 1993 Model introductions will vary. Please consult your authorized Mercedes-Benz dealer for availability.