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RENNTech

The E-Class (W124)

High-performance products and services for the previous-generation E-class from Mercedes-Benz.

NOTE: If you own a current-generation E-Class (W210), click here: 

260E/300E/300CE
300TE/400E/E420
500E/E500



PRICE LIST - W124 E-CLASS SEDANS (1985-1995)

ENGINE PERFORMANCE

260E (all)

(stock horsepower: 158 @ 5800 RPM... Stock torque: 162 lbs.-ft. @ 4600 RPM)

CAMSHAFT KIT - \$1,950

Total power is increased 15 bhp to 173 @ 6000 RPM, and torque is improved 12 lbs.-ft. to 174 lbs.-ft. @ 5300 RPM.

3.6 LITER ENGINE CONVERSION (BASE) - \$9,950

High-performance engine rebuild to 3.6 liters, including forged Kolbenschmidt pistons manufactured to RENNTech specifications. Outstanding low-end torque gain, and strong midrange power. Total power increased 67 bhp to 225 @ 5600, total torque up 52 lbs.-ft. to 234 @ 4200 RPM.

3.6 LITER ENGINE CONVERSION (STAGE 2) - \$13,900

High-performance engine rebuild as above, plus performance camshafts and ported/polished cylinder head. Improved cylinder head flow provides unmatched midrange and top-end horsepower from the Mercedes-Benz 6-cylinder, while remaining reliable, smooth, and driveable. Total power increased 97 bhp to 255 @ 5800, and total torque increased 85 lbs.-ft. to 264 @ 4400.

300E/300CE ('86-'88) 300TE ('86-'90) Two valves per cylinder

(stock horsepower: 177 @ 5800 RPM... Stock torque: 188 lbs.-ft. @ 4400 RPM)

CAMSHAFT KIT - \$1,950

Total power is increased 17 bhp to 194 @ 6000 RPM, and torque is improved 8 lbs.-ft. to 196 lbs.-ft. @ 5000 RPM.

3.6 LITER ENGINE CONVERSION (BASE) - \$9,950

High-performance engine rebuild to 3.6 liters, including forged Kolbenschmidt pistons manufactured to RENNTech specifications. Outstanding low-end torque gain, and strong midrange power. Total power increased 48 bhp to 225 bhp @ 5600, total torque up 46 lbs.-ft. to 234 @ 4200 RPM.

3.6 LITER ENGINE CONVERSION (STAGE 2) - \$13,900

High-performance engine rebuild as above, plus performance camshafts and ported/polished cylinder head. Improved cylinder head flow provides unmatched midrange and top-end horsepower from the Mercedes-Benz 6-cylinder, while remaining reliable, smooth, and driveable. Total power increased 78 bhp to 255 @ 5800, and total torque increased 76 lbs.-ft. to 264 @ 4400.

300CE ('88-'92) 300TE/E320 ('91-'95) Four valves per cylinder

(stock horsepower: 217 @ 6400 RPM... Stock torque: 229 lbs.-ft. @ 4400 RPM)

CAMSHAFT KIT - \$1,950

Total power is increased 17 bhp to 234 @ 6000 RPM, and torque is improved 22 lbs.-ft. to 251 lbs.-ft. @ 5000 RPM.

3.6 LITER ENGINE CONVERSION (STAGE 2) - \$15,900

High-performance engine rebuild as above, plus performance camshafts and ported/polished cylinder head. Improved cylinder head flow provides unmatched midrange and top-end horsepower from the Mercedes-Benz 6-cylinder, while remaining reliable, smooth, and driveable. Total power increased 64 bhp to 281 @ 6000, and total torque increased 47 lbs.-ft. to 276 @ 5000.

400E (1992-1993)

(stock horsepower: 268/275 bhp @ 5700 RPM... stock torque: 295 lbs.-ft. @ 3900 RPM)

CARBON FIBER AIR CLEANER - \$1,250

High-volume airbox manufactured of carbon-fiber. Increased total intake airflow while making a dramatic underhood statement. Comes with twin high-flow K&N air filters. Improves power and torque 10 bhp and 8 lbs.-ft. respectively. Photo shown at right.



5.0 LITER ENGINE CONVERSION (BASE) - \$12,950

High performance engine rebuild including new forged Kolbenschmidt pistons manufactured to RENNTech specifications. Massive low-end and midrange torque for outstanding acceleration off the line. Total horsepower is improved 65 bhp to 340 bhp @ 5700, and total torque is improved 78 lbs.-ft. to 373 lbs.-ft @ 3900 RPM.

6.0 LITER ENGINE CONVERSION (BASE) - \$27,450

High performance engine rebuild including new forged Kolbenschmidt pistons manufactured to RENNTech specifications. Massive low-end and midrange torque for outstanding acceleration off the line. Total horsepower is improved 113 bhp to 381 bhp @ 5700, and total torque is improved 103 lbs.-ft. to 398 lbs.-ft @ 3800 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 2) - \$32,750

For the maximum performance. High-performance engine rebuild as above, plus performance camshafts and ported/polished cylinder heads. Improved intake and exhaust efficiency provides excellent midrange torque, massive top-end power, while remaining reliable, smooth, and driveable. Total horsepower is improved 134 bhp to 402 bhp @ 5800, and total torque is improved 115 lbs.-ft. to 410 lbs.-ft @ 4000 RPM.

E420 (1994-1995)

(stock horsepower: 275 bhp @ 5700 RPM... stock torque: 295 lbs.-ft. @ 3900 RPM)

CARBON FIBER AIR CLEANER - \$1,250

High-volume airbox manufactured of carbon-fiber. Increased total intake airflow while making a dramatic underhood statement. Comes with twin high-flow K&N air filters. Improves power and torque 10 bhp and 8 lbs.-ft. respectively. Photo shown at right.

6.0 LITER ENGINE CONVERSION (BASE) - \$27,450

High performance engine rebuild including new forged Kolbenschmidt pistons manufactured to RENNTech specifications. Massive low-end and midrange torque for outstanding acceleration off the line. Total horsepower is improved 106 bhp to 381 bhp @ 5700, and total torque is improved 103 lbs.-ft. to 398 lbs.-ft @ 3900 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 2) - \$32,750

High performance engine rebuild including new forged Kolbenschmidt pistons manufactured to RENNTech specifications, plus high performance camshafts. Total horsepower is improved 127 bhp to 402 bhp @ 5800, and total torque is improved 115 lbs.-ft. to 410 lbs.-ft @ 4300 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 3) - \$49,900

For the maximum performance. High-performance engine rebuild as above, plus performance camshafts, ported/polished cylinder heads, and stainless steel header and exhaust system. Improved intake and exhaust efficiency provides excellent midrange torque, massive top-end power, while remaining reliable, smooth, and driveable. Total horsepower is improved 165 bhp to 440 bhp @ 6000, and total torque is improved 145 lbs.-ft. to 440 lbs.-ft. @ 4500 RPM.

500E ('92-'93 w/engine number lower than 8760)

(stock horsepower: 315 bhp @ 5600 RPM... stock torque: 347 lbs.-ft. @ 3900 RPM)

CARBON FIBER AIR CLEANER - \$1,250

High-volume airbox manufactured of carbon-fiber. Increased total intake airflow while making a dramatic underhood statement. Comes with twin high-flow K&N air filters. Improves power and torque 10 bhp and 8 lbs.-ft. respectively.

FUEL MANAGEMENT E-PROM CHIP - \$850

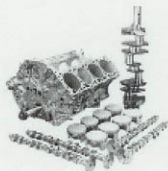
Digital engine management software that re-maps your vehicle's fuel delivery, providing improved power and throttle response. Improves power 15 bhp to 330 bhp @ 5600 and torque 17 lbs.-ft. to 364 lbs.-ft. @ 3900. Comes with complete installation instructions.

6.0 LITER ENGINE CONVERSION (BASE) - \$18,950

High performance engine rebuild including new forged crankshaft and forged Kolbenschmidt pistons manufactured to RENNTech specifications. Massive low-end and midrange torque for outstanding acceleration off the line. Total horsepower is improved 71 bhp to 386 bhp @ 5500, and total torque is improved 51 lbs.-ft. to 398 lbs.-ft. @ 3900 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 2) - \$23,750

High-performance engine rebuild as above, plus performance camshafts. Improved camshaft efficiency provides excellent midrange and top-end horsepower while remaining reliable, smooth, and driveable. Total horsepower is improved 87 bhp to 402 bhp @ 5750, and total torque is improved 63 lbs.-ft. to 410 lbs.-ft. @ 4300 RPM.

**6.0 LITER ENGINE CONVERSION (STAGE 3) - \$41,450**

For the maximum performance. High-performance engine rebuild as above, plus performance camshafts, ported/polished cylinder heads, hand-built all-stainless headers, and hand-built all-stainless complete exhaust. Improved intake and exhaust efficiency provides excellent midrange torque, massive top-end power, while remaining reliable, smooth, and driveable. Total horsepower is improved 125 bhp to 440 bhp @ 6000, and total torque is improved 93 lbs.-ft. to 440 lbs.-ft. @ 4500 RPM. This engine package has been tested by *Car and Driver* magazine and has run 4.4 second zero-to-sixty times and a gear-limited 180 mph top speed.

500E/E500 (1993 -> w/engine number 8761 or higher)

(stock horsepower: 315 bhp @ 5600 RPM... stock torque: 347 lbs.-ft. @ 3900 RPM)

CARBON FIBER AIR CLEANER - \$1,250

High-volume airbox manufactured of carbon-fiber. Increased total intake airflow while making a dramatic underhood statement. Comes with twin high-flow K&N air filters. Improves power and torque 10 bhp and 8 lbs.-ft. respectively.

FUEL MANAGEMENT E-PROM CHIP - \$850

Digital engine management software that re-maps your vehicle's fuel delivery, providing improved power and throttle response. Improves power 15 bhp to 330 bhp @ 5600 and torque 17 lbs.-ft. to 364 lbs.-ft. @ 3900. Comes with complete installation instructions.

CAMSHAFTS, CYL HEADS, and PACKAGE - \$8,750

A combination of the E-PROM, the high-flow intake, our special high-performance camshafts, and ported and polished cylinder head work. Total power is improved 48 bhp to 363 bhp @ 5800, and total torque is improved 47 lbs.-ft. to 394 lbs.-ft. @ 4000.

6.0 LITER ENGINE CONVERSION (BASE) - \$27,450

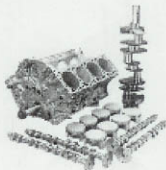
High performance engine rebuild including new forged crankshaft and forged Kolbenschmidt pistons manufactured to RENNTech specifications. Massive low-end and midrange torque for outstanding acceleration off the line. Total horsepower is improved 71 bhp to 386 bhp @ 5500, and total torque is improved 51 lbs.-ft. to 398 lbs.-ft @ 3900 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 2) - \$32,750

High-performance engine rebuild as above, plus performance camshafts. Improved camshaft efficiency provides excellent midrange and top-end horsepower while remaining reliable, smooth, and driveable. Total horsepower is improved 87 bhp to 402 bhp @ 5750, and total torque is improved 63 lbs.-ft. to 410 lbs.-ft @ 4300 RPM.

6.0 LITER ENGINE CONVERSION (STAGE 3) - \$49,900

For the maximum performance. High-performance engine rebuild as above, plus performance camshafts, ported/polished cylinder heads, hand-built all-stainless headers, and hand-built all-stainless complete exhaust. Improved intake and exhaust efficiency provides excellent midrange torque, massive top-end power, while remaining reliable, smooth, and driveable. Total horsepower is improved 125 bhp to 440 bhp @ 6000, and total torque is improved 93 lbs.-ft. to 440 lbs.-ft @ 4500 RPM. This engine package has been tested by *Car and Driver* magazine and has run 4.4 second zero-to-sixty times and a gear-limited 180 mph top speed.

**OTHER PERFORMANCE PRODUCTS****TRANSMISSION AND FINAL DRIVE PRODUCTS**

- Performance final drive ratio OR limited slip (all W124) **\$2,990**
- Performance final drive ratio AND limited slip (all W124) **\$3,990**
- Transmission upgrade - for improved torque handling - (all W124) **\$1,290**
- First gear start valve body (most 300 and 500 applications-call) **\$1,350**
- ASR (traction control) defeat switch (all W124 w/ASR) **\$985**

BOLT-ON EXHAUST COMPONENTS

- Stainless sport rear muffler (all V8's) **\$1,790**

COMPLETE EXHAUST SYSTEMS

- Complete RENNTech stainless steel exhaust system including hand-built tubular headers, downpipes, twin all-metal catalyzers, sport resonator, and sport rear muffler. (SL500, all) **\$12,600**

SUSPENSION COMPONENTS

- Suspension kit (4 springs, 4 sport dampers - 300E/300CE, E320) - **\$1,260**
- Suspension kit (4 springs, 4 sport dampers - 400E/E420 w/o self leveling) - **\$1,440**
- Suspension kit (4 springs, 2 sport dampers - 400E/E420 w/self leveling) - **\$1,260**
- Lowering kit (4 springs - 300E/300CE/E320) - **\$525**
- Lowering kit (4 springs - 400E/E420) - **\$525**
- Lowering kit (4 springs - 500E/E500 - special order) - **\$625**
- Front and rear swaybar set (300E/300CE/E320) **\$645**
- Front and rear swaybar set (400E/E320) **\$915**
- Front swaybar (500E/E500) **\$590**
- Performance rear subframe modification (all W124) **\$1,950**

BRAKE PACKAGES

- Stage 1 brake upgrade - front (all except 500E) **\$2,990**
- Alcon brake upgrade, 13" front kit (All R129 - requires 17" wheels) **\$4,595**
- Alcon brake upgrade, 14" front kit (All R129 - requires 18" wheels) **\$5,760**
- Alcon brake upgrade, 12" rear kit (All R129 - requires 17" wheels) **\$3,495**

AERODYNAMICS

- Carbon fiber front airdam with brake cooling ducts (500E/E500) **\$1,430**
- Carbon fiber rear apron (500E/E500) **\$1,120**

Handwritten notes and calculations:

- CHIP - \$500
- X EXHAUST - \$895
- STEEL WHEELS - \$100
- TUV BOMBS - \$100
- POWERS PERM - \$500
- MOTOR DIST - \$60
- X SPRINGS - \$590
- W/OUT C.A.P.S - \$590
- SWAYBAR - \$1,000
- PER DEFLECT SW - \$4,750

ENGINE COOLING UPGRADES

Oil cooler kit (all W124) **\$1,250**

Additional transmission cooler w/fan (all W124) **\$745**

Oversized performance radiator (all W124) **\$1,225**

INTERIOR

Leather anatomic sport steering wheel with burl trim (all W124) **\$1,190**

Leather anatomic sport steering wheel with carbon-look trim (all W124) **\$1,190**

Leather anatomic sport steering wheel with carbon fiber trim (all W124) **\$1,990**

Anti-intrusion door glass (all W124) **\$4,990**

Level IIA ballistic protection packages (all W124) **\$Call**