

MERCEDES CLK63 AMG BLACK SERIES

MFR'S SPECS

C/D RESULTS

Price (AS TESTED)

\$138,000 (est)

BASE: \$138,000 (est)

Vehicle type: front-engine, rear-wheel-drive, 2-passenger, 2-door coupe

Options on test car: none

Major standard accessories: power windows, seats, and locks; remote locking; A/C; cruise control; tilting and telescoping steering wheel; rear defroster

Sound system: Harman/Kardon AM-FM radio/CD changer, 9 speakers

Fuel Capacity

16.4 gal



2008 EPA

CITY HWY

13 20

C/D OBSERVED

16

INTERIOR

RESTRAINT SYSTEMS

Front: manual 3-point belts; driver and passenger front, side, and curtain airbags

SEAT ADJUSTMENTS

Front: fore-and-aft, seatback angle, front height, rear height, lumbar support, upper side bolsters

MEASUREMENTS (in)

	Head	Leg	Shoulder
FRONT	37.1	42.0	53.2

SAE VOLUME	Front	Rear	Trunk
	48 cu ft	-	10 cu ft

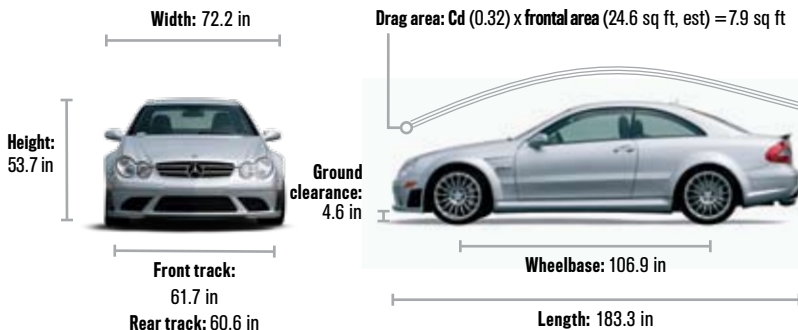
DIMENSIONS

WEIGHT: Curb: 3920 lb Per horsepower: 7.8 lb

DISTRIBUTION: Front: 55.6% Rear: 44.4%

TOWING CAPACITY: 0 lb

GVW: 4455 lb



Chassis type: unit construction **Body material:** welded steel stampings and carbon-fiber-reinforced plastic

STEERING

Rack-and-pinion with variable hydraulic power assist

Steering ratio: 15.5:1	Turns lock-to-lock: 3.0	Turning circle curb-to-curb: 38.5 ft
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SUSPENSION

Front: ind, strut located by 1 lateral link and 1 diagonal link, coil springs, anti-roll bar

Rear: ind; 1 lower control arm, 2 lateral links, 1 diagonal link, and 1 toe-control link per side; coil springs; anti-roll bar

WHEELS+TIRES

Wheel size/type: F: 9.0 x 19 in, R: 9.5 x 19 in/ forged aluminum

Tires: Pirelli P Zero Corsa; F: 265/30ZR-19 (93Y), R: 285/30ZR-19 (98Y)

BRAKES

Hydraulic with vacuum power assist, anti-lock control, and electronic panic assist

Traction Control
 YES NO
 Defeatable **YES**

F: 14.2 x 1.4-in vented, cross-drilled disc	R: 13.0 x 1.0-in vented, cross-drilled disc
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Stability Control
 YES NO
 Defeatable **YES**

ENGINE

V-8, aluminum block and heads

Bore x stroke: 4.02 x 3.72 in, 102.2 x 94.6mm

Displacement: 379 cu in, 6208cc

Compression ratio: 11.3:1

Fuel-delivery system: port injection

Valve gear: chain-driven double overhead cams, 4 valves per cylinder, variable intake- and exhaust-valve timing

Power (SAE net): 500 bhp @ 6800 rpm

Torque (SAE net): 465 lb-ft @ 5250 rpm

Redline: 7200 rpm

DRIVETRAIN

Transmission: 7-speed automatic with manumatic shifting

Final-drive ratio: 2.82:1, limited slip

GEAR	RATIO	MPH PER 1000 RPM	SPEED IN GEARS
I	4.38	6.1	44 mph (7200 rpm)
II	2.86	9.3	68 mph (7200 rpm)
III	1.92	13.9	100 mph (7200 rpm)
IV	1.37	19.5	140 mph (7200 rpm)
V	1.00	26.7	186 mph (7000 rpm)
VI	0.82	32.6	186 mph (5700 rpm)
VII	0.73	36.6	186 mph (5100 rpm)

POWERTRAIN

TEST RESULTS

HANDLING

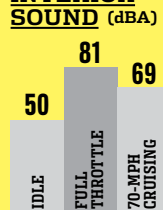
ROADHOLDING



UNDERSTEER



INTERIOR SOUND (dBA)



NOTES

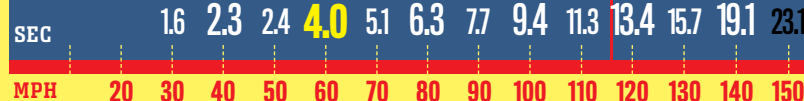
The car might have beaten the four-second barrier to 60 mph if we'd had more grip at the track, but we couldn't go full throttle off the line because of wheelspin.

ACCELERATION

1/4-mile: 12.4 sec @ 116

TOP SPEED

186 gov ltd



5-60 street start: 4.3 sec Top gear, 30-50: 2.0 sec Top gear, 50-70: 2.7 sec

BRAKING

70-0 MPH

20 40 60 80 100 120 140

161 ft

WEATHER

Temperature: 84°F
Humidity: 16%
Barometric pressure: 27.35 in Hg

ODOMETER

Test-vehicle mileage: 2950

TIRE INFLATION

Test Front Rear pressures: 48 psi 44 psi

VEHICLE

CHASSIS