MERCEDES-BENZ 1987

300 CLASS

MERCEDES-BENZ

1987

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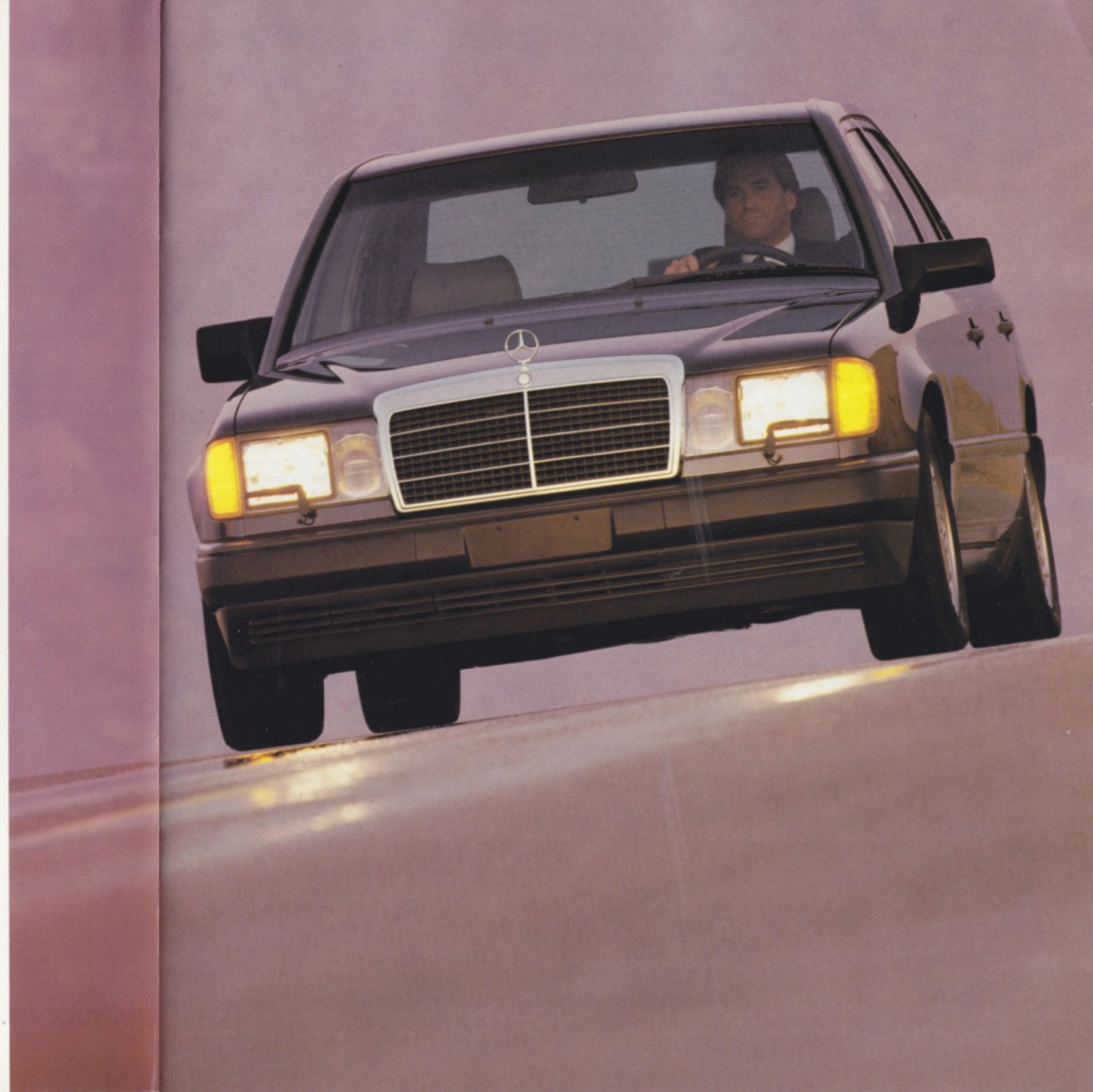
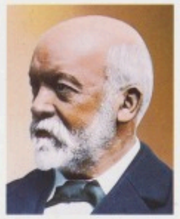


ONE HUNDRED AND ONE YEARS OF STUBBORN CONSISTENCY

The company that today builds Mercedes-Benz automobiles traces its roots back to the birth of the automobile itself. Gottlieb Daimler and Karl Benz, the two men whose enterprises were later to merge and thus form Daimler-Benz A.G., are the two men universally credited with invention of the world's first practical gasoline-powered motor vehicles, in 1886.



Above: Gottlieb Daimler, 1834-1900. Below: Karl Benz, 1844-1929. The patent granted to his 3-wheeled Motorwagen on January 29, 1886 was to be the official birth certificate of the automobile.

What is most notable about the first one hundred and one years of Daimler-Benz is not its age but its consistency. These two stubborn engineers viewed the automobile as a machine, a means of transporting its occupants efficiently from one place to another. And all automotive progress as improving, refining, burnishing that efficiency.

Their successors over the years and decades never wavered in their pursuit of this goal. The illustrious Mercedes-Benz record of technological innovation is the record of their success. Today, a new generation of stubborn Mercedes-Benz engineers—utilizing technology and knowledge undreamed of by their predecessors—continues the pursuit of ever greater automotive efficiency more zealously than ever before.

That unswerving consistency of purpose shows itself in Mercedes-Benz automobiles themselves. "A Mercedes is a Mercedes," the saying goes. It is another way of saying that the strong, clear, uncompromising automotive character symbolized by the Three-Pointed Star represents an enduring philosophy. Of enduring appeal.

A Mercedes-Benz research department numbering eleven thousand technicians and scientists is engaged in continuing, intensive exploration of the future of the automobile. From experiments with hydrogen and gas turbine engines to ceramic engine components. From the exercise of building a tiny "city car" prototype to studying the feasibility of radar warning.

Simultaneously, development engineers are at work on the next generation of Mercedes-Benz cars. In the wind tunnel, on the test track, in a unique safety research complex, on the roads of subarctic Scandinavia and subtropical Africa.

Design work on a new Mercedes-Benz model begins seven to ten years before the first production model rolls off the line. Five million miles of test-driving, plus approximately seventy thousand hours of engine testing, are almost routine in this exhaustive process.

Production is preceded by pilot production: a run to tune the assembly and finishing process as finely as the engineers have tuned the car's design. Most automobile makers have gone to robotics in recent years—and so has Mercedes-Benz. One difference may be that Mercedes-Benz never deserted hand workmanship in the process.

One in every 14 workers on the factory floor is an inspector, there to supervise the efforts of both robots and craftsmen. Many of the most skilled such craftsmen are graduates of an in-house apprentice program, where Mercedes-Benz techniques—and standards—are inculcated at an early age.

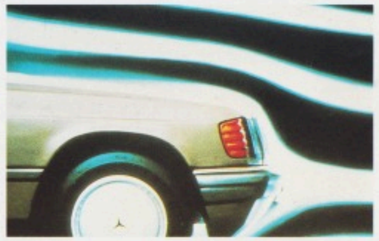
The personal motto of Gottlieb Daimler was "Das Beste oder Nichts"—"the best or nothing." It became, and remains today, the motto of Daimler-Benz. And it is a motto whose spirit lives on today in every Mercedes-Benz. As a new Mercedes-Benz passes its final inspections and is released for shipment, it receives a fitting final touch—a small white certificate, carefully mounted inside the windshield in the lower right corner. "Product of Daimler-Benz A.G.," it reads. Over the facsimile signature of Gottlieb Daimler. □

Mercedes-Benz engineers are conditioned to think in terms of the next decade, not simply the next model year.

Such foresight yields exercises such as this four-passenger research vehicle—a thoughtful probe into possible future solutions.

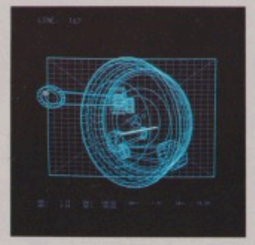
Left: Flanked by two tiny apprentice-built exercises—each capable of more than 2,000 miles per gallon—is the Mercedes-Benz C-111/3 research vehicle, a turbo-diesel capable of 200 mph. Below left: Mercedes-Benz has recently begun research work in its unique driving simulator, a sophisticated computer-generated artificial driving environment where traffic scenarios can be staged, monitored and analyzed in total safety.

At Mercedes-Benz, research extends even into basic aspects of automotive science. The skills and talents of eleven thousand people are mobilized in an ongoing effort to ensure that tomorrow's Mercedes-Benz maintains today's technological momentum—that it will continue to reflect a broad understanding of automotive possibilities, as those possibilities change and expand over time.



Above: Wind tunnel development work has helped Mercedes-Benz passenger cars attain aerodynamic drag coefficients among the lowest recorded for production automobiles. Right, the current Three-Pointed Star emblem dates from 1926 and the merger of the separate Benz and Daimler dynasties.

MERCEDES-BENZ: ENGINEERED LIKE NO OTHER CAR IN THE WORLD



Exemplifying the Mercedes-Benz concept of automotive balance, this multilink independent rear suspension uniquely balances superb handling.

Performance, handling, comfort, efficiency, durability, reliability—if the true measure of an automobile is its ability to strike the best balance of these and myriad other key attributes, scoring as high as possible in as many as possible, then it is arguable that the best-balanced car in the world today is Mercedes-Benz.

A Mercedes-Benz is engineered to perform not only a few specialties superbly well, but to perform every vital function superbly well. Avoiding extremes in any single area, pursuing high competence overall. A Mercedes-Benz is engineered to be quick, yet efficient. Agile, yet comfortable. Exciting, yet rigorously safety-minded. Technologically sophisticated, yet doggedly reliable. It is perhaps the most formidable engineering challenge possible. And it reflects perhaps the most clear-minded engineering philosophy possible: The engineers of Mercedes-Benz—today as for the past century—view the automobile not as a fashion statement, not as an art form, not as an emotional outlet. It is to them no more and no less than a machine meant to convey its occupants from one place to another with maximum possible efficiency.

The priorities, in brief, are in order. The engineers need not waste time on annual styling changes, or in contriving artificial novelty. They can concentrate exclusively on what will perform best on the road. On building the most efficient possible machine. Using the most advanced possible technology, applying the most finely honed engineering skills, adhering to the most stubborn standards, they have achieved a result that is evident in every one of the fourteen Mercedes-Benz models for 1987. Each is not simply well-engineered—but engineered like no other car in the world.

The 300E Sedan and the new 260E Sedan are powered by in-line six-cylinder gasoline engines of common design. Their differences in horsepower and torque are mainly attributable to their different displacements—2962 cc for the 300E, versus 2599 cc for the 260E.

It is a design aimed at reconciling very high power and torque output with very quiet running and extreme smoothness in an engine as light and as compact as possible. So effectively has this goal been addressed that *Road & Track* on first encounter was moved to suggest that this "may rate as the best 6-cylinder around—in-line or vee."

These are far from being large engines by 1987 standards; yet they are powerful enough to move both the 300E and the 260E from zero to 55 mph in under eight seconds. To move the German magazine *Auto, Motor und Sport* to report (in a brisk test of the 300E) that "there is almost no audible engine noise..." And to permit a 300E test-track maximum of 140 mph. With the 260E's upper limit only slightly less exalted.

The secret—and almost invariably the case in explaining how a Mercedes-Benz attains its superior performance—is a synthesis of myriad individual technical solutions, patiently achieved over years of development and testing. And defining anew that familiar term, "extraordinary engineering refinement."

The engine block itself is a lightweight "thinwall" casting, deep-skirted (the block extends 2.6 inches below the crankshaft centerline) and externally ribbed for enhanced rigidity. There are seven main bearings and, to enhance running smoothness, *twelve* crankshaft counterweights.

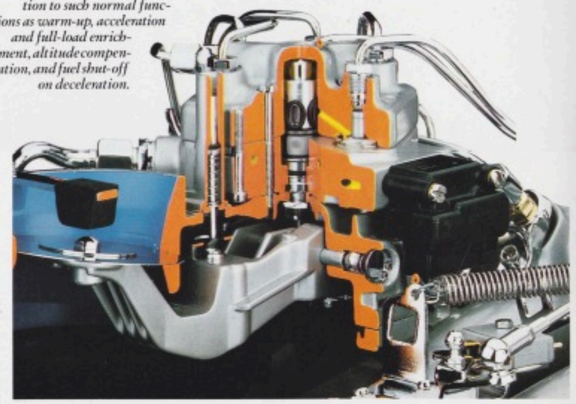
Three ring pistons incorporate cast-in steel reinforcement for the top ring groove. The connecting rods, which are forged, are axially guided by the pistons and utilize an oil bore to supply oil to the wrist pins—notably short and light—and the underside of the piston crowns. The size and weight of all working engine components have been painstakingly controlled in the cause of reduced friction—promoting, in turn, freer and quieter running.

A cutaway view of the remarkable KEIII electro-mechanical fuel injection system. It regulates idling speed in addition to such normal functions as warm-up, acceleration and full-load enrichment, altitude compensation, and fuel shut-off on deceleration.

Each light alloy piston guides its connecting rod axially—the reverse of common practice—and thus helps reduce friction and wear, promote freer engine running, and improve upper end lubrication.

Intake and exhaust ports are positioned according to the crossflow principle to ensure more efficient flow of the fuel/air mixture and optimum charging of each cylinder—intensifying both power and torque. Squish areas in the hemispherically shaped combustion chambers help create high turbulence for more efficient fuel combustion.

A single, centrally located chain-driven camshaft, riding in seven bearings, actuates the valves via rocker arms incorporating hydraulic elements at the valve stem end to provide automatic valve clearance compensation.



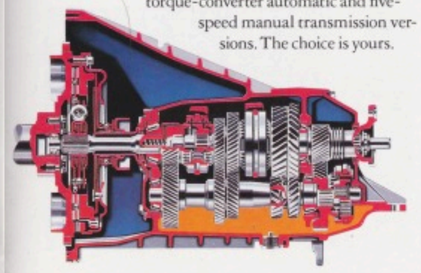
At right: The 260E and the 300E in motion. The high performance generated by their six-cylinder, single overhead camshaft engines is impressive—in standing-start acceleration no less than in steady cruising at the legal highway limit. Equally impressive are the mechanical smoothness and running quietness that accompany it.

Instead of separate V-belts driving different engine accessories on different planes, a single poly-V drive belt powers them all—saving space and easing maintenance. Belt tension is self-adjusting, for extended belt life.

Engines are mounted in both cars at a 15-degree angle. A shrewd means of lowering the hood line in the cause of aerodynamic efficiency; more vitally, allowing an intake manifold length that creates a ram-pipe effect, boosting airflow to the cylinders and in turn boosting midrange response.

Engine aspiration is governed by an ingenious electro-mechanical fuel injection system, electronically fine-tuning engine performance by precisely monitoring engine speed, temperature, airflow and other factors and constantly adjusting fuel flow accordingly for optimum efficiency. This electronic speed and precision is mated with the dependability of a basically mechanical system—a "belt-and suspenders" approach to fuel injection technology pioneered in Mercedes-Benz cars.

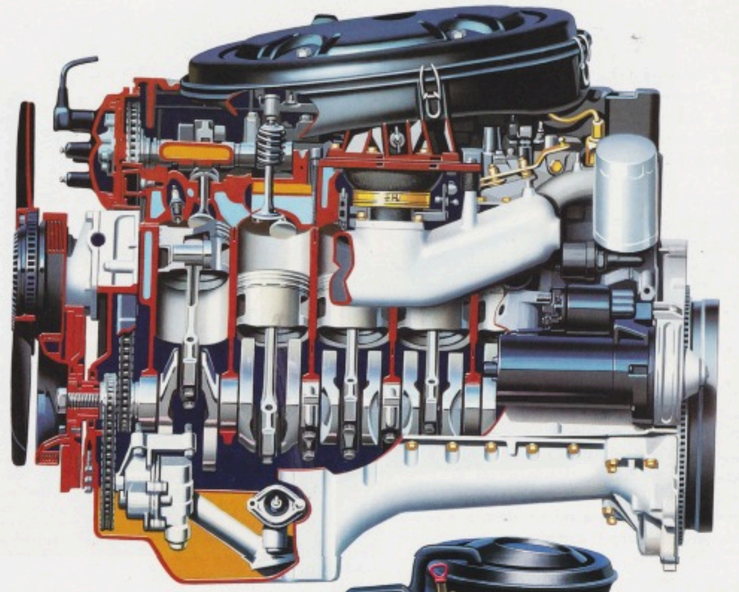
The 300E and 260E are both offered in four-speed torque-converter automatic and five-speed manual transmission versions. The choice is yours.

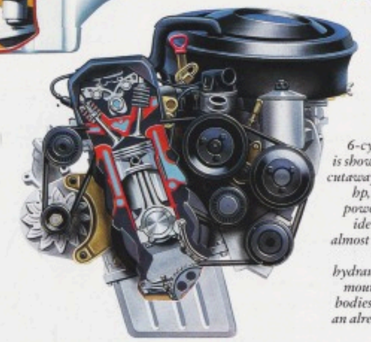


Mercedes-Benz designed a superb five-speed manual transmission—fully synchronized, even in reverse gear—for the sporting 260E and 300E driver. Shift action is positive and light, with quick, crisp throws. The alternative four-speed automatic transmission, with its manual-style lever moving through an ingenious stepped gate, has a sporting flavor of its own.

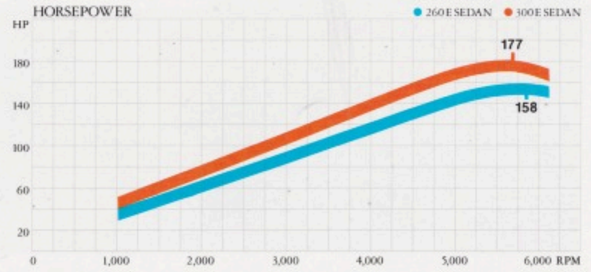
"With the automatic," notes *Road & Track*, "shifts are...well, automatic in that they happen almost as quickly as you can think about them. Or you can manually move the excellent gearshift lever through its notched gates for optimum performance."

The manual gearbox is almost effortlessly light and very crisp-shifting, even in stop-and-go city traffic. All gears—even reverse—are syncromesh, making for smooth, crunch-free operation. Fifth gear functions as an overdrive for quiet highway running, and for optimum fuel efficiency in cruising. □





The 300E's 177 hp, 6-cylinder, 3-liter engine is shown above in a left-side cutaway view. Left: The 158 hp, 2.6-liter version that powers the 260E is almost identical in design—and almost equally impressive in performance. Large hydraulically damped front mounts connect engines to bodies, further minimizing an already very low level of running vibration.



The performance story, told in black and white in the charts at left. The 300E generates 177 hp at 5700 rpm, moving from zero to 55 mph in under 7 seconds and to 140 mph on the test track. The 260E is rated at 158 hp at 5800 rpm, moves from zero to 55 mph in under 8 seconds and also to 134 mph on the test track.

MERCEDES-BENZ

300 CLASS

TURBODIESEL ENGINE/TRANSMISSION

The six-cylinder, three-liter, single overhead camshaft engine that powers the 300D Turbo Sedan and the 300TD Turbo Station Wagon is the first diesel automobile engine as capable of thriving in a performance boom as in an energy crunch.

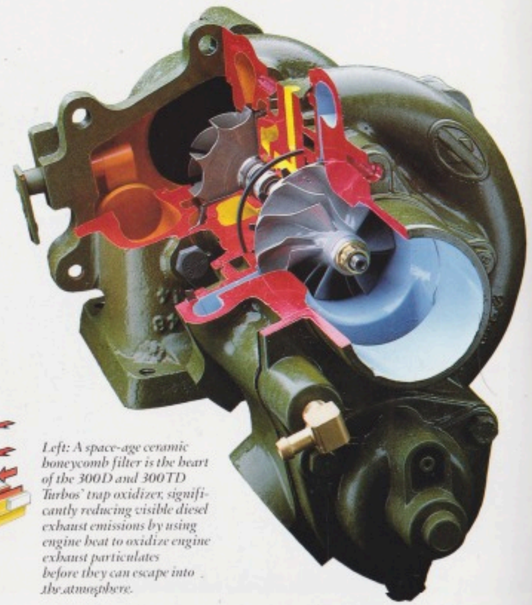
Rated at 143 hp, it is the most powerful engine yet placed in a production diesel passenger car. Running smoothness and quietness—abetted by a comprehensive engine encapsulation system—are outstanding.

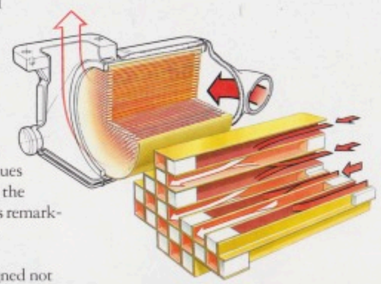
Pedigree tells. Mercedes-Benz has devoted 51 years of intensive technological nurturing to the cause of the diesel automobile, since building the world's first production version in 1936. And has written virtually every chapter in the long saga of its rise from industrial workhorse to civilized automotive powerplant. All but alone among major manufacturers, Mercedes-Benz today continues its commitment to the diesel concept, and to the many thousands of Americans who prefer this remarkable and efficient form of automotive power.

The engine presented on these pages is designed not only to provide quick, crisp acceleration on demand but to also abundantly generate the sheer pulling power known as torque. Indeed, this turbodiesel engine actually produces more low-speed *and* higher maximum torque than the six-cylinder 300E gasoline engine previously described. Moreover, a minimum of 90 percent of its peak torque is available throughout a broad range (1700-to-4200 rpm) of engine speed.

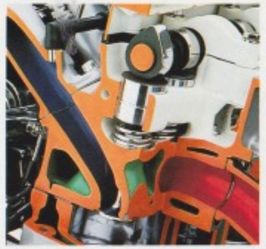
One result is a degree of *elasticity* few diesel enthusiasts might have ever expected from this engine type: very flexible, ready throttle response at five, at fifteen, at fifty miles per hour. In low gear, or in high gear.

Right: Compact turbocharger unit radically boosts power and torque at virtually no cost in fuel consumption. It harnesses engine exhaust gases to spin the turbine and compressor wheels that charge the combustion chambers with extra air. Result: more power per cubic inch of displacement. Mercedes-Benz introduced the world's first production turbocharged diesel automobile in 1978.

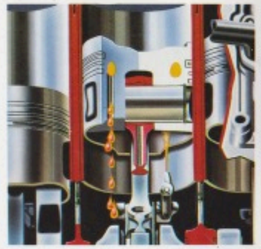




Left: A space-age ceramic honeycomb filter is the heart of the 300D and 300TD Turbos' trap oxidizer, significantly reducing visible diesel exhaust emissions by using engine heat to oxidize engine exhaust particulates before they can escape into the atmosphere.



Cutaway view shows crossflow cylinder head design, placing intake and exhaust ports for maximum efficiency in flow of intake air to and from the combustion chamber, aiding both power output and fuel economy. Right, a tiny nozzle below each cylinder bore continuously injects cooled engine oil into a gallery in the piston. The cooling effect of the oil relieves thermal stress.

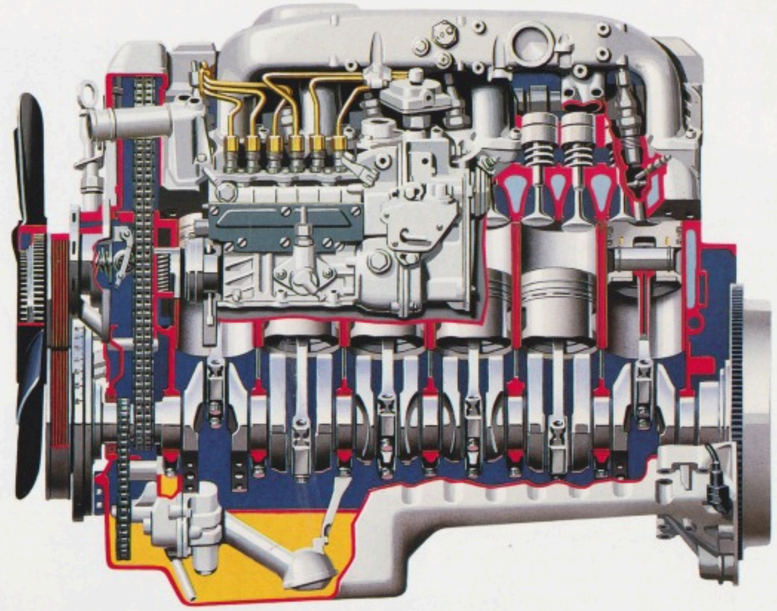


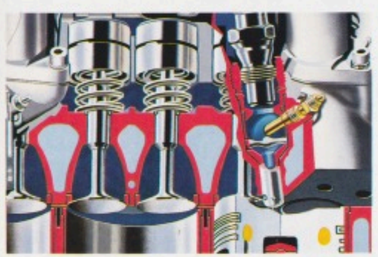
The 300D Turbo Sedan and the 300TD Turbo Station Wagon, at speed. Both utilize the six-cylinder, three-liter, 143 hp turbodiesel engine you see at far right above. The most powerful automotive diesel propulsion unit ever built for sale, this almost ghostly smooth and whispery-quiet engine is capable of pushing the 300D Turbo and 300TD Turbo beyond 120 mph on the test track.

One testimony to this engine's mechanical stamina—and to its stature as an engineering achievement beyond even the most modern diesel powerplants is its ability to move the 300D Turbo Sedan and 300TD Turbo Station Wagon, lightweight automobiles by no means, to absolute test-track maximums of 128 mph and 121 mph respectively.

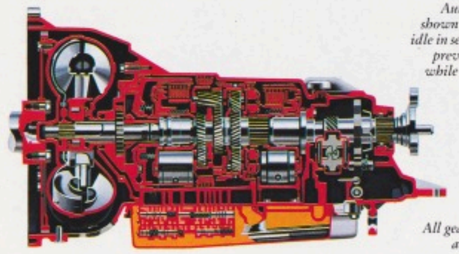
In numerous design features, from its crossflow cylinder head to its thinwall-cast, deep-skirted lightweight engine block to its single overhead camshaft, this engine and the 300E gasoline six are identical. But like every Mercedes-Benz diesel engine, it is designed to the core for the unique demands of diesel operation. And it is meant to deliver the benefits that justify Mercedes-Benz more than half-century of devotion to the diesel automobile engine: efficiency, reliability and durability.

In its ability to combine the soul-stirring pleasures of high performance with the hardheaded advantages of high mechanical efficiency, this remarkable diesel engine is not merely exceptional. It is unique in the automotive world. □

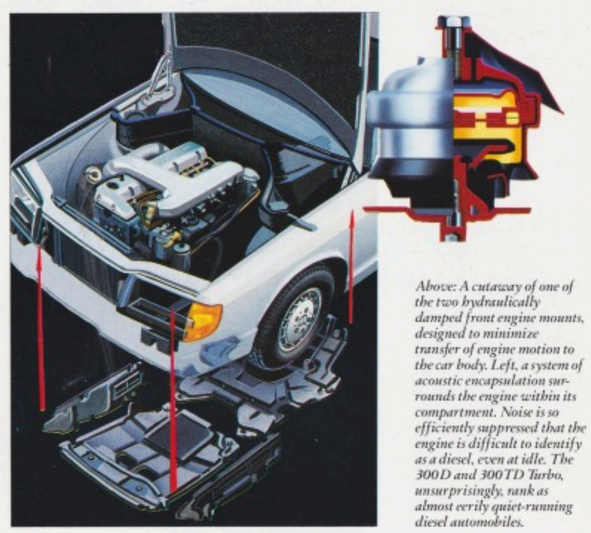




Above: Turbodiesel engine's in-line six-cylinder layout helps account for its soothing running smoothness. Left, compact layout of single overhead camshaft and valve train helps reduce reciprocating mass, increase rigidity, enhance engine response. Hydraulic valve clearance compensation obviates need for valve adjustment.



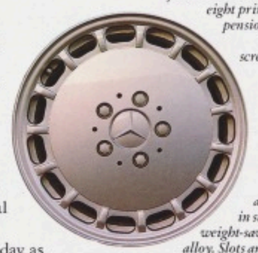
Automatic transmission, shown at left, is designed to idle in second gear—virtually preventing irksome creep while stopped—and to also start off in second. Hard throttle pressure automatically kicks it down to first for maximum acceleration. A sporting manual five-speed gearbox is also available. All gears, including reverse, are fully synchronized.



Above: A cutaway of one of the two hydraulically damped front engine mounts, designed to minimize transfer of engine motion to the car body. Left, a system of acoustic encapsulation surrounds the engine within its compartment. Noise is so efficiently suppressed that the engine is difficult to identify as a diesel, even at idle. The 300D and 300TD Turbo, unsurprisingly, rank as almost eerily quiet-running diesel automobiles.

The design of suspension and braking systems in the cars of the 300 Class places them in the advanced category. Extraordinary technology in turn generates an extraordinary set of exciting driving experiences.

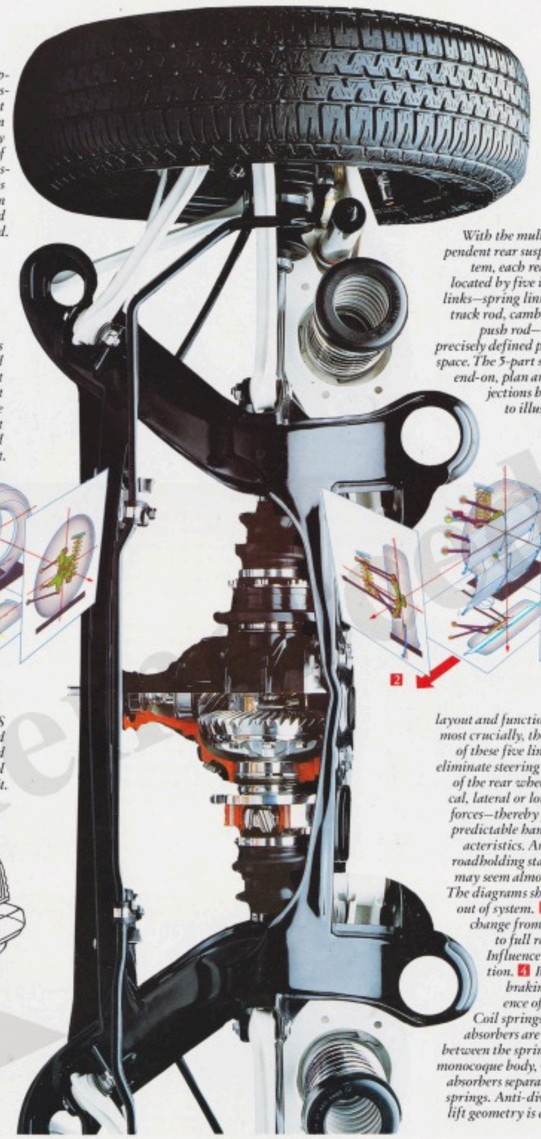
The most conspicuous advance is the unprecedented design solution for suspension of the rear driving wheels, shown in the large overhead view at right. This multilink independent rear suspension system was pioneered in the Mercedes-Benz 190 Class, following a research and development program that spanned several years—an extended effort, even by Mercedes-Benz standards. It ranks today, as Britain's *Car* Magazine acknowledges, as "the most sophisticated steel suspension system ever put into volume production."



Wheels are forged in strong but weight-saving light alloy. Slots around the outer rim are meant to extract air heated in repeated hard braking, for a cooling effect.

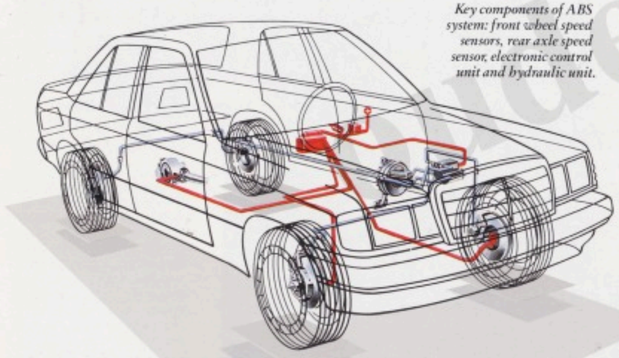
Remarkably light and compact in comparison with most independent rear suspension assemblies, the multilink design represents a startlingly successful resolution of the central challenge that every suspension system must address: how to balance roadholding tenacity with riding comfort. Indeed, it is arguable that no production automobile before has utilized a suspension system so capable of striking such a superb balance. In all driving situations.

Product of intense development effort, the Mercedes-Benz multilink independent rear suspension system emerged as the solution only after over 70 variations of eight principal suspension systems had been screened and tested.



With the multilink independent rear suspension system, each rear wheel is located by five individual links—spring link, pull rod, track rod, camber rod and push rod—occupying precisely defined positions in space. The 5-part sequence of end-on, plan and side projections below helps to illustrate their layout and function. Perhaps most crucially, the interplay of these five links tends to eliminate steering movement of the rear wheels by vertical, lateral or longitudinal forces—thereby promoting predictable handling characteristics. And levels of roadholding stability that may seem almost uncanny. The diagrams show 1 *Layout of system.* 2 *Camber change from full bump to full rebound.* 3 *Influence of acceleration.* 4 *Influence of braking.* 5 *Influence of side forces. Coil springs and shock absorbers are positioned between the spring link and monocoque body, with shock absorbers separate from the springs. Anti-dive and anti-lift geometry is designed in.*

Key components of ABS system: front wheel speed sensors, rear axle speed sensor, electronic control unit and hydraulic unit.

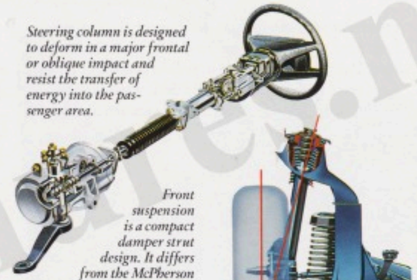


Cornering power, straight-line stability, load-change behavior and handling predictability, even in extremes, are notable. For example, the 300 E Sedan registered a g-factor of 0.81 in *Road & Track's* skidpad test of lateral acceleration, i.e., cornering power—superior to some exotic performance machines.

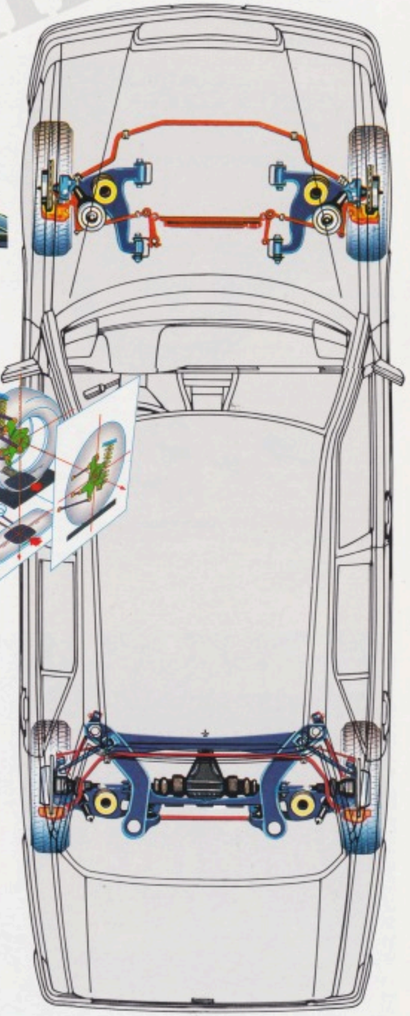
But "let's not forget," *Road & Track* adds, "that while the Mercedes 300 E is a super handler, its driver and passengers are also enjoying a marvelously supple and comfortable ride that takes bumps and lumps in stride."

These are riding qualities likely to astonish both the veteran of queasily soft luxury car suspensions, and the sufferer of those bone-jarringly harsh sports sedan suspensions.

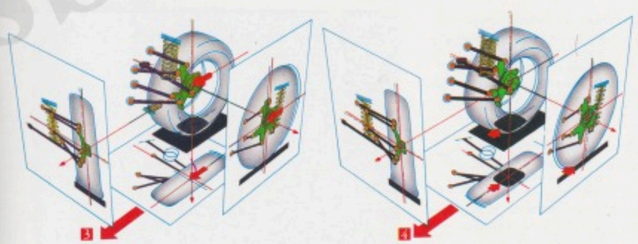
Steering column is designed to deform in a major frontal or oblique impact and resist the transfer of energy into the passenger area.



Front suspension is a compact damper strut design. It differs from the McPherson strut type by not enclosing the shock absorber strut within the coil spring but mounting it inboard at the body. Steering sensitivity and precision are superb.



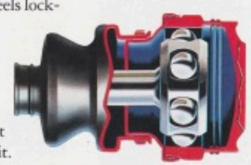
The overhead view at right illustrates the compact, space-saving design of the 300 Class front and rear suspension systems. Front and rear stabilizer bars are integrated into the design. Shock absorbers incorporate a secondary, nitrogen gas-filled chamber for finer modulation of the ride. With 11.2-in. vented discs in front, and 10.2-in. discs at the rear, the effective brake area of this power-assisted system is 397 square inches. Steering is by recirculating-ball system, moving the wheel from lock to lock in three turns. Tires are steel-belted radials, mounted on 6.5Jx15H2 rims, forged in light alloy to help reduce unsprung weight.



The Anti-lock Braking System (ABS), first introduced to America in 1984 in a Mercedes-Benz, is standard on every model in this brochure. The aim of ABS is to help reduce the risk of the car's wheels locking up in sudden stops and thus help keep it steerable—even in hard braking on all surfaces. It does not replace but augments a system of four-wheel disc brakes, utilizing front wheel and rear axle speed sensors and an on-board computer to anticipate the onset of wheel lockup and instantly act to prevent it.

Not even ABS can defy the laws of physics; for example, it cannot be expected to cancel out the dangers caused by excessive speed in turns, following another vehicle too closely, or aquaplaning. And an ABS-equipped car should never be exploited in a reckless or dangerous manner that might jeopardize the user's safety or the safety of others. □

Below: Vital elements in channeling power from differential to driving wheels are constant velocity couplings such as this. Constant velocity joints lend the half shafts excellent anti-vibration characteristics, a key factor in running smoothness. The differential case is flexibly mounted at three points in the rear axle carrier, and the carrier is bolted to the monocoque body via four large rubber thrust pads.



The Mercedes-Benz focus on functional efficiency is as intense in the design of the cabin as in the design of engines, suspensions and other mechanical systems. It accounts for the interior's unique effect on the senses—that blend of logic and neatness and attention to detail known as "the Mercedes-Benz feel." It is also the basis of a singular level of creature comfort and well-being.

The automobiles of the 300 Class, as a result, are as endearing for their liveability as for their formidable performance. You and your passengers are meant to not merely endure but to actively savor your time while riding aboard this luxury sedan.

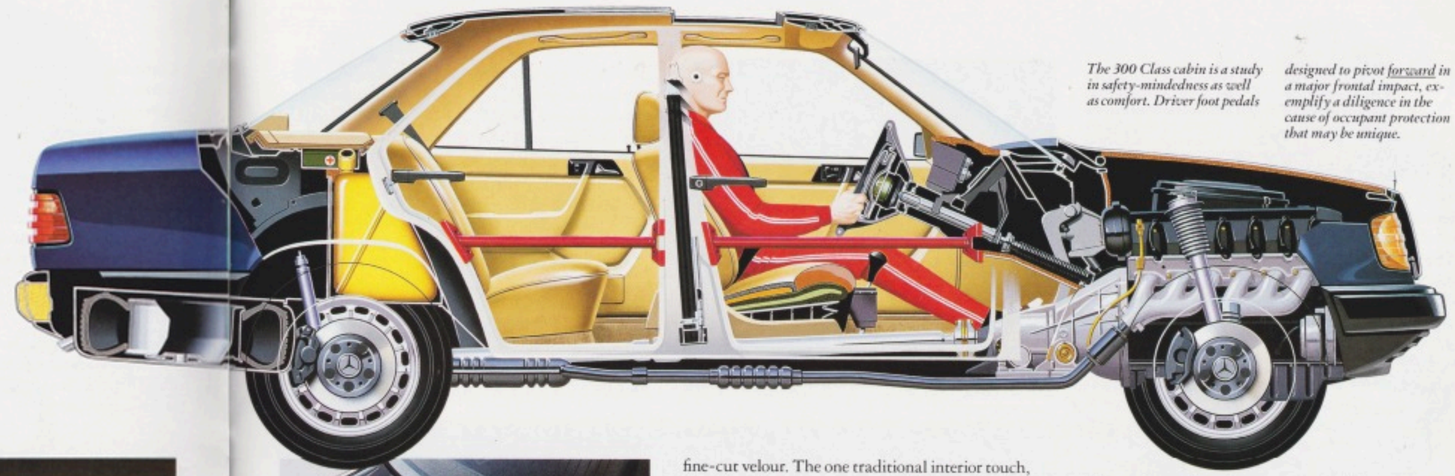
Sedans and station wagon alike, interior layout is designed to maximize seating space for five adults.

Front seat legroom maximum thus measures three feet. Rear seat width at hip level measures almost five feet. Total interior volume in sedans is only 8.1 cubic feet less than in the flagship 560 SEL. Design ingenuity has even eked precious extra knee room for rear seat passengers by *indenting* the front seatbacks.

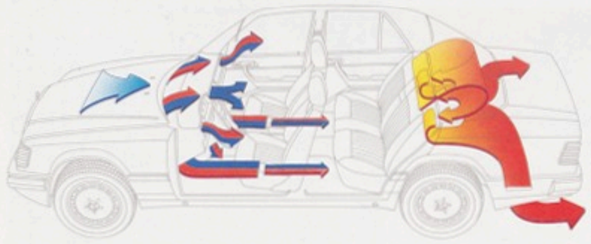
Inherent running quiet is enhanced by double-sealing the doors, by scrupulous fitting of window glass in its frames to minimize exterior wind noise, and of course by superior body aerodynamics. Engine sounds are further muffled in both gasoline and diesel models by placing not one but two sound-insulating firewalls between the engine compartment and cabin.

Front seatbacks, doorsills, the roof lining, even the sun visors are padded. Carpeting throughout is plush,

The inner engineering integrity of the 300 Class is revealed in this cutaway illustration. Note the position of the fuel tank—far inboard of the rear bumper, between the rear wheels. The importance of driving visibility and sturdy roof structure are not a mere styling theme: they dictated the design of the upper cabin area. The interior is extensively padded. The cabin is notable for its lack of potentially hazardous sharp edges. Subtly integrated into the graceful lines of the cabin are windshield and door pillars of remarkable strength and rigidity.



The 300 Class cabin is a study in safety-mindedness as well as comfort. Driver foot pedals designed to pivot forward in a major frontal impact, exemplify a diligence in the cause of occupant protection that may be unique.

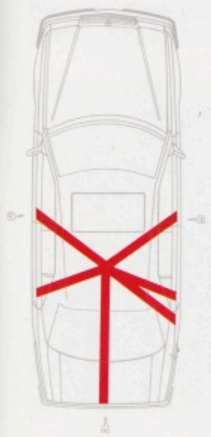


Interior temperature, air distribution and air volume are controlled as part of the fully automatic climate control system. Ventilation outlets for right and left front sides of the interior can be individually set. Cabin air is exchanged approximately three times per minute with the blower set at high speed. Set the system once to the temperature level you prefer and it can maintain it continuously, year-round.

Passenger safety is the subject of intensive ongoing research at Daimler-Benz testing facilities. High-speed impact tests, such as the one being readied at left, are documented on film (note powerful lights in background) for later evaluation by engineers.

Optional—at no extra cost—is this electrically powered sliding steel sunroof with rear pop-up feature and built-in wind deflector. It allows you to let the sunshine and fresh air in, while reducing the effects of drafts and wind noise.

This separate compartment located directly ahead of the main firewall is designed to help shield the battery and sensitive electrical elements from engine heat; its forward surface acts as a sound-muffling second firewall.



The doors, the trunk lid (or tailgate on the 300 TD Turbo) and fuel-filler port can all be locked with one twist of a key in the driver's door, front passenger's door, or the trunk lock in sedan models and the tailgate lock in the 300 TD Turbo. An electronic anti-theft alarm system, whose protection extends to the radio, is standard in the 300 E and 300 D and 300 TD Turbos, and optional at extra cost in the 260 E.

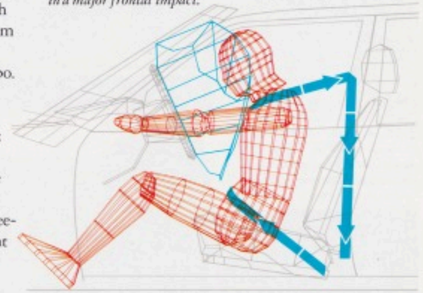
fine-cut velour. The one traditional interior touch, the rich and warm accent provided by wood trim, hews faithfully to tradition: it is not a plastic imitation of wood but genuine Zebrano wood, hand-worked and hand-fitted in Mercedes-Benz workshops.

Standard equipment is extensive and includes, among numerous amenities, a co-driver's reading light, electric windows, fully automatic climate control, and electronic AM and FM stereo radio with cassette player and four speakers. An anti-theft alarm system, with protection extending to the radio, is standard in the 300 E, 300 D Turbo and 300 TD Turbo.

Safety-consciousness is even more extensive in the 300 Class interior design. Thus, the Mercedes-Benz Supplemental Restraint System (SRS) is standard in all models. It adds a driver's-side air bag and knee bolster, and emergency tensioning retractors for both front seat belts, to the primary restraint of three-point seat belts. The air bag and retractors are meant to deploy within a fraction of a second of a major frontal impact. □

The Supplemental Restraint System's driver's-side air bag deploys in a factory test. Set into the steering wheel hub and invisible under normal circumstances, it is meant to deploy a cushion between driver and wheel and then begin deflating the cushion within fractions of a second in a major frontal impact.

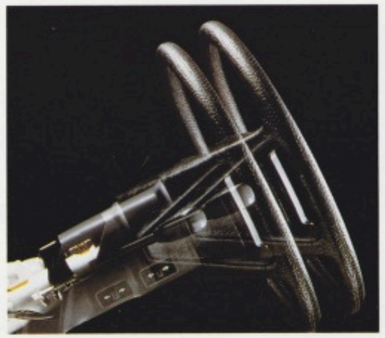
Front seat belts incorporate emergency tensioning retractors, electronically set to instantly tighten the belts during that same fraction of a second after a major frontal impact when the driver's-side air bag is meant to deploy. They add a vital further reason for always buckling up.



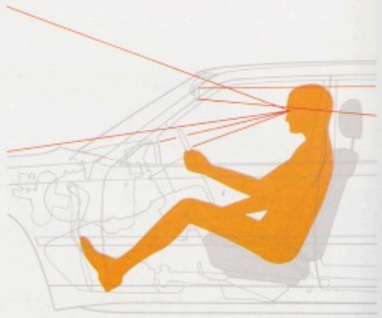
Cabin design in the cars of the 300 Class is the result of extensive ergonomic and biomechanical research aimed at minimizing physical and psychological strain.

The properly belted-in driver can reach and operate every vital control without having to lunge out of position. All controls are grouped by function and their switches are distinctively shaped, to assist operation strictly by feel.

The speedometer, tachometer and other vital gauges are *analog* in design and placed directly below the driver's forward path of vision almost at hood level, where he or she can check them with minimal distraction from the road. Below these gauges is a set of



The steering wheel in the 300E, 300D Turbo and 300TD Turbo is electrically adjustable through a total of 2.36 inches of fore and aft travel. The column-mounted controls move with it.



The driver's relationship to all major driving controls is so carefully worked out that he can operate every one of them—without the need to shift from his or her normal belted-in position.

Large, clear white-on-black instruments and orange needles make absorption of vital data accurate and quick. Clinging to rationality despite the industry's trend to digital chic, Mercedes-Benz engineers prize analog design as the most efficient known way to convey running information, such as vehicle and engine speed, to the brain. The clock integrated with the tachometer is, in fact, a quartz crystal chronometer.

The four-speed automatic transmission available in all 300 Class models is operated via a manual-style shift lever centrally mounted on the transmission tunnel.

How fast and how effectively the driver reacts in sudden evasive maneuvers is influenced by such factors as visibility and the placement and response of his controls. There is no time for confusion and scant margin for imprecision when the move must be quick and accurate. It is the thought of just such situations that drives the engineers of Mercedes-Benz to so thoroughly explore the science of cabin and driver control design—and to make the end result of their efforts not just a pleasant driving environment, but quick and efficient driver control.

indicators, to alert the driver to conditions from front brake pad wear to low windshield washer fluid and engine oil and coolant levels. There is even an outside temperature indicator—the one digital instrument the engineers permit.

The driver's and front seat passenger's three-point seat belt harnesses are adjustable for differing wearer height. The individual bucket-type front seats and head restraints in the 300E, 300D and 300TD can be adjusted via ingenious and logical *seat*-shaped electric controls, set into the adjacent door panels and operable entirely by feel.

The steering wheel in the 300E, 300D and 300TD is also electrically adjustable fore and aft; when it moves, the column-mounted cruise control and multi-function levers move with it, preserving the correct relationship to your hands on the wheel.

In the 300E, 300D and 300TD, any two combinations of steering wheel, driver's seat and driver's head restraint positions can be pre-programmed and then automatically restored at a touch.

These electrically assisted seating and steering adjustments can be ordered for the 260E, at extra cost.

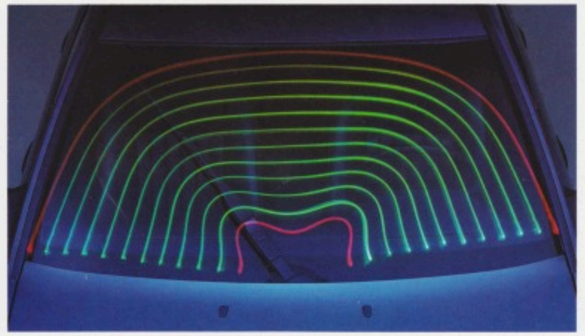
In 300 Class sedans the driver can press a switch and remotely retract the rear seat head restraints into the rear parcel shelf, a thoughtful aid to rearward visibility when the back seat is vacant. Meanwhile, visibility in icy conditions is aided by exterior mirrors set to automatically start heating themselves when the outside temperature approaches freezing.

The amplifier of the electronic AM and FM radio with cassette player, standard in all 300 Class cars, provides 20 watt-per-channel output. The radio's signal search sensitivity can be set at three different levels. □

A large-diameter steering wheel is a Mercedes-Benz fixture—not for tradition's sake, but because it is designed to help facilitate an uncramped and relaxed normal driving position, particularly in extended driving.

Below right: Outside driver's and passenger's-side mirrors are automatically heated when the outside temperature nears the freezing point. Both mirrors are hinged to yield if sharply struck from in front or behind.

Cutaway view reveals intricate inner structure of the driver's seat—a biomechanical support system devised to support and sustain the human body over long hours. Its basis is a network of steel springs under several padded layers.

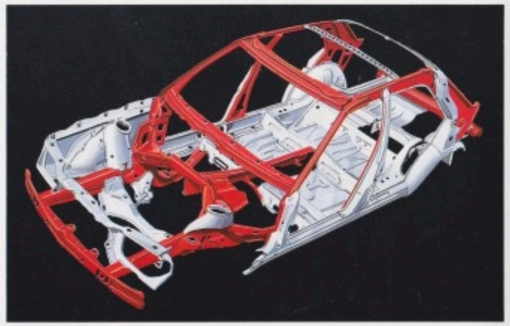


Left: Unique eccentric-sweep single wiper clears 86 percent of the viewing surface with every stroke. Aerodynamics force blade against glass to resist liftoff at high speeds.

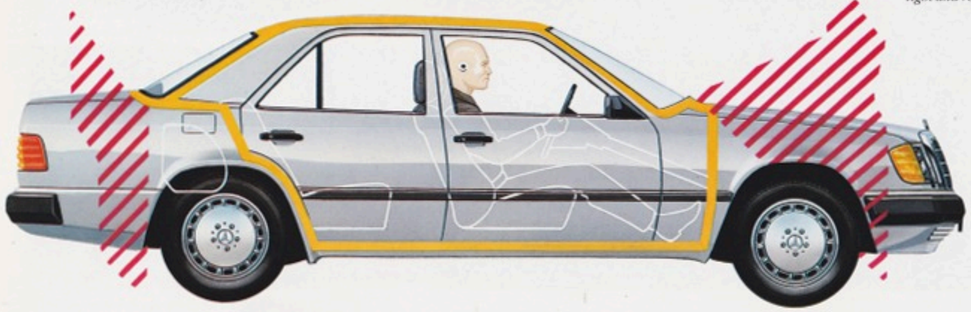
One of the most sophisticated examples of 300 Class technology is its body—both the inner structure and the outer skin. Computerized design methodology, and extensive use of exotic high-strength/low-alloy steel, help to almost defy nature by creating a rigid monocoque structure both lighter *and* stronger than earlier designs.

As shown below, the body serves as a basic safety element: its front and rear sections are designed to progressively yield in major impacts—direct or offset—and so absorb kinetic energy before its full force can be transmitted to the passenger shell. Ten separate body structure crossmembers, including those in the roof, help stiffen resistance to side impacts. Sturdy single-section roof side members and roof frame cross-sections enhance the load-bearing capacity of the roof in front, side and rollover impacts.

While hand workmanship remains intensive, Mercedes-Benz also relies on the inhumanly tireless and precise resource of advanced robotics in the assembly process, as with the robot welders above.



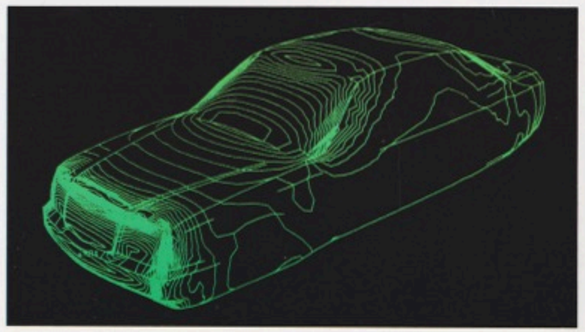
The monocoque body structure of the 300 Class sedans and station wagon is welded at more than 4,000 strategic points. Areas in red—18 percent of the body in total—are fabricated in high-strength/low-alloy steel, remarkably light and remarkably strong.



Patented by Mercedes-Benz in 1951 and utilized in every passenger car the company has sold ever since, principle of front and rear body sections programmed to yield in major impacts has earned an industry compliment of sorts—it is now being utilized by other makers.

Mercedes-Benz engineers designed the frontal section of the 300 Class body to cope not only with direct barrier impact standards but with the realistic possibility of an offset collision. The photo documents one of the crash tests undertaken at the Mercedes-Benz safety research center in Sindelfingen, West Germany, to help demonstrate design theory in conditions approximating an actual, real-world situation.

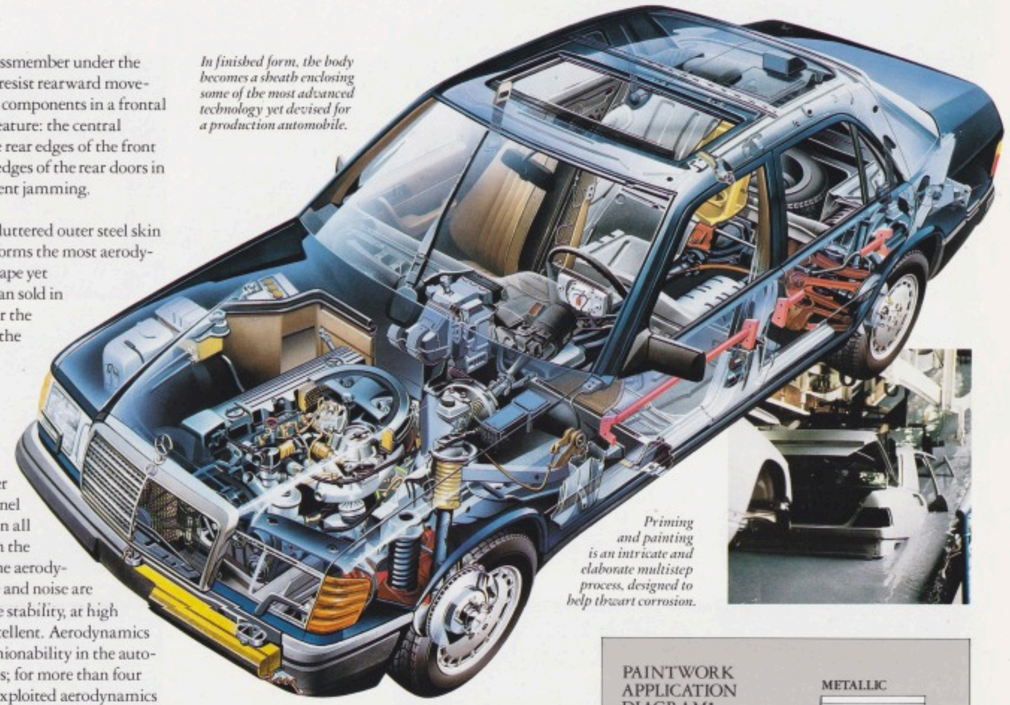
At right: The tale told by the wind: a computer-generated study graphically illustrates, in flowing patterns, the impact of the airstream on the body of a moving 300 Class sedan. Combined with rigorous wind-tunnel testing of the body and such elements as the exterior mirrors, wheels and even door handles, such close attention to aerodynamic efficiency results in lower turbulence and wind noise and a significant savings in engine power in steady highway cruising.



One specially constructed crossmember under the instrument panel is meant to resist rearward movement of engine compartment components in a frontal impact. Another intelligent feature: the central B-pillar is shaped to allow the rear edges of the front doors to slip over the leading edges of the rear doors in a frontal impact, to help prevent jamming.

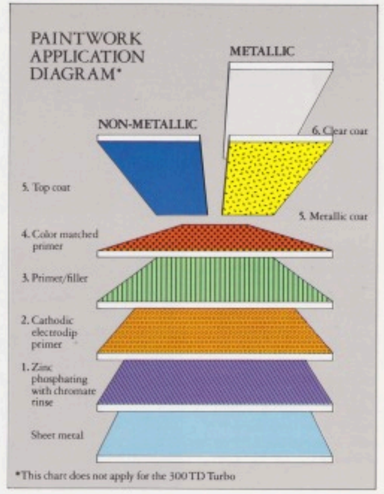
The taut, smooth, uncluttered outer steel skin of 300 Class sedans forms the most aerodynamically efficient shape yet recorded for a production sedan sold in North America: an 0.31 Cd for the 260 E and 300 E, and 0.32 for the 300 D Turbo.

It is a shape contrived for minimal interruption of the airflow. The 260 E and 300 E utilize a belly pan below the engine and covers for the lower suspension components. A panel covers the electric fuel pump in all models. All helping to smooth the air's passage, and thus lower the aerodynamic drag. Wind turbulence and noise are dramatically low. Straight-line stability, at high speed and in crosswinds, is excellent. Aerodynamics has assumed the cachet of fashionability in the automobile industry in recent years; for more than four decades, Mercedes-Benz has exploited aerodynamics for its real benefits in improving automotive efficiency. □



In finished form, the body becomes a sheath enclosing some of the most advanced technology yet devised for a production automobile.

Priming and painting is an intricate and elaborate multistep process, designed to help thwart corrosion.



Efficient halogen headlamps of 300 E, 300 D Turbo and 300 TD Turbo utilize individual wipers and washers, a European innovation meant to enhance nighttime driving visibility in foul weather.

Ribbed tail lamp lenses are not a styling fancy but a safety inspiration; in foul weather, recessed portions remain free of flying slush and dirt —extending visibility to following traffic.

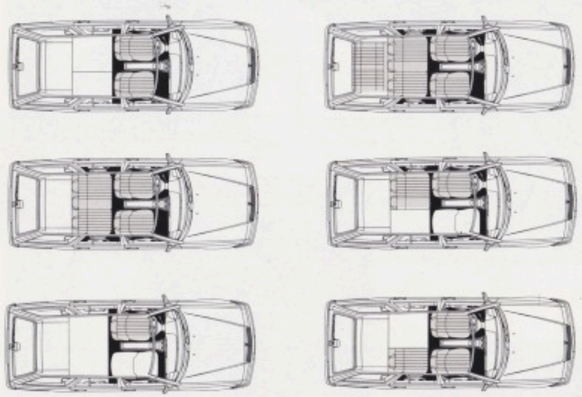
In executing the 300 Class concept in station wagon form, Mercedes-Benz engineers did much more than simply add a boxlike cargo-carrying space to the rear of the car.

The 300 TD Station Wagon's basic body shell and numerous body components are specially fabricated. Note that the rear doors, for example, are not borrowed from the sedans but a different design. Yet the 300 TD's body utilizes the same monocoque principle as its sedan counterparts. With the same benefits in strength and rigidity, at a low cost in weight.

Its highly sophisticated aerodynamic shape—another dividend of advanced 300 Class technology—dramatically lessens wind turbulence and noise at highway speeds. A civilized nuance seldom associated with cargo-carrying vehicles. Indeed, the 300 TD's coefficient of aerodynamic drag is low enough to compare, not with other station wagons, but with that of certain exotic sedans and coupes.

The interior space within that shape is designed not only for sheer volumetric capacity but for versatility. With the rear seat split into 1/3-2/3 sections and the co-driver's seatback foldable, you can configure it for almost infinite combinations of passenger and freight—rapidly and almost effortlessly. Seats and seatbacks fold down and flip back up via delightfully light-acting hinges and locks.

The cargo and rear seat areas are illuminated at night by four individual lamps. The tailgate is a talking point within itself: suspended on pneumatic struts thoughtfully faired into the roof and out of the way. Fitted with an electro-mechanical assist mechanism to automatically and gently seal itself shut—no more slamming. An exterior grip handle allows one-handed



Above: Diagrams illustrate the numerous variations in seating and cargo-carrying configurations available in the 300 TD Turbo. At right, extensive wind tunnel development has yielded a relative automotive rarity: a station wagon that is spacious and practical inside—but whose clean, smooth exterior shape reaches remarkable levels of aerodynamic efficiency.

Right: Top to bottom: 1. A large cargo area is available, even when the 300 TD Turbo is set up to seat five occupants. Note fine-cut velour carpeting extended up to window level. The rear seat is split into 1/3rd-2/3rds sections. 2. With both rear seat sections and the front passenger seat backrest folded down, a large cargo-carrying area becomes huge. The spare tire is stored in an easily accessible compartment in the left sidewall. 3. An ingenious electro-mechanical assist mechanism is designed to help the tailgate gently seal itself shut without slamming. A built-in hand grip facilitates one-handed tailgate operation.

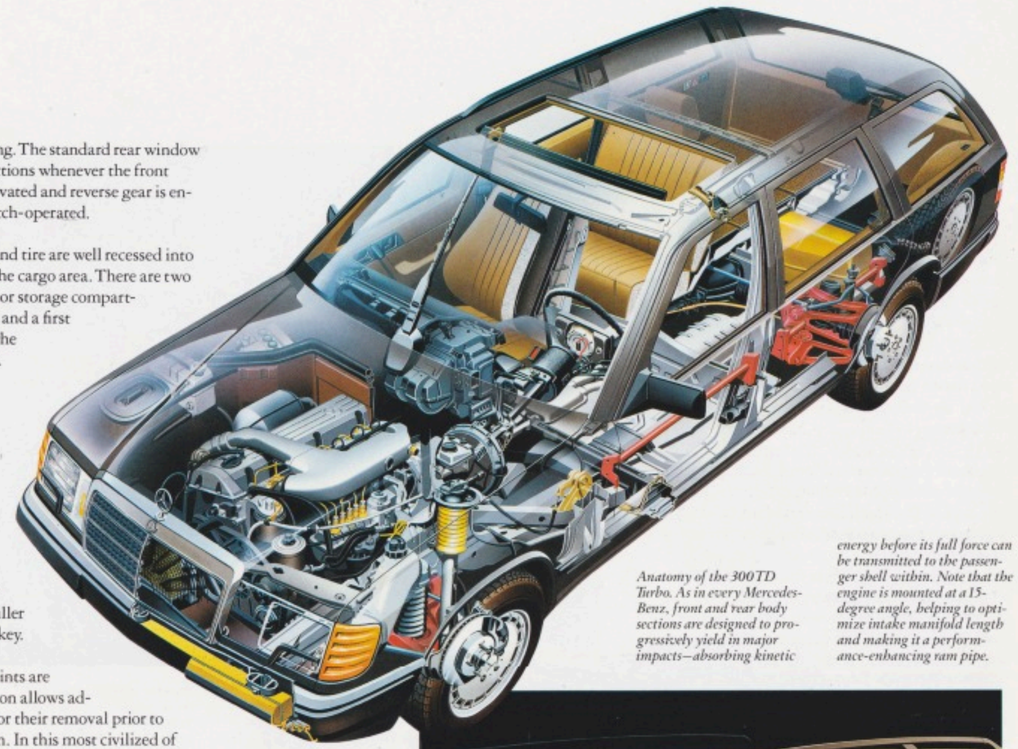
tailgate opening or closing. The standard rear window wiper *automatically* functions whenever the front wiper or washers are activated and reverse gear is engaged. It can also be switch-operated.

The spare wheel and tire are well recessed into the sidewall of the cargo area. There are two useful under-floor storage compartments, key-locked. Tools and a first aid kit are recessed into the right cargo area sidewall.

The rear loading hatch extends from the bumper to the roof, with a low enough sill to expedite the movement of heavy objects in and out. The 300 TD's central locking system locks the tailgate, as well as all four doors and the fuel-filler port, with one twist of a key.

Two rear-seat head restraints are standard. A locking button allows adjustment of their height or their removal prior to folding the rear seat down. In this most civilized of station wagons, the tailgate window is electrically heated for quick defrosting.

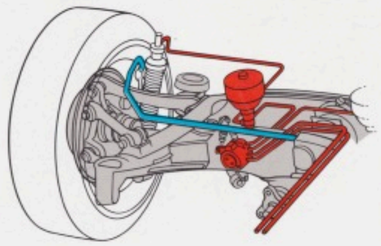
The list of extra-cost options for the 300 TD Turbo is remarkably brief. A third, rearward-facing bench seat is one that may be useful for large families. It can be folded down when not in use. A roll-up cargo net, to help restrain large loose cargo, is also available. □



Anatomy of the 300 TD Turbo. As in every Mercedes-Benz, front and rear body sections are designed to progressively yield in major impacts—absorbing kinetic energy before its full force can be transmitted to the passenger shell within. Note that the engine is mounted at a 15-degree angle, helping to optimize intake manifold length and making it a performance-enhancing ram pipe.

Right: A sturdy metal roof rack is standard equipment. A sliding steel electrically operated sunroof is optional, but at no extra cost. It includes a built-in wind deflector and rear pop-up feature.

This hydropneumatic device, fitted to the rear axle of the 300 TD Turbo, is designed to compensate for varying passenger and cargo loads and help maintain a level ride. The suspension system is otherwise identical to other 300 Class automobiles: damper strut front design and multi-link independent suspension at the rear—and fine balance between roadholding tenacity and riding comfort.



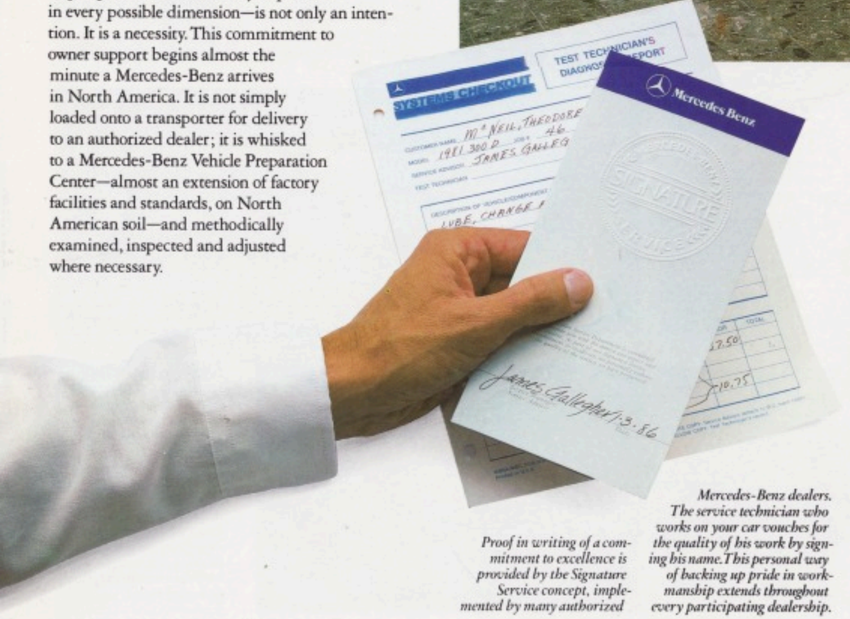
Left: Tailgate window is fitted with its own switch-operated wiper, which also functions automatically whenever the windshield wiper or washers are activated and reverse gear is engaged. The tail lamp lenses are ribbed—a design refinement meant to help keep swirling rain or slush away from the recessed portions. Keeping the tail lamps more visible to following traffic.

Joining the ranks of Mercedes-Benz owners in North America brings you satisfactions beyond the automobile itself. They are not minor ones: in the independent J.D. Power & Associates survey of consumer satisfaction, Mercedes-Benz owners—every year from 1982 through 1985—were found to be more satisfied with their cars than owners of the 28 other makes, imported and domestic, in the survey.

In their day-to-day, real-world experiences, Mercedes-Benz owners have felt themselves to be well served indeed. By their cars and by the support system behind them.

This is not happenstance. Mercedes-Benz believes that continued success rests on retaining the respect and trust of its owners. That this respect and trust attaches not to the car alone but to every experience related to it, from day of purchase to day of trade-in or sale. Thus, making the ownership experience as satisfactory as possible—in every possible dimension—is not only an intention. It is a necessity. This commitment to owner support begins almost the minute a Mercedes-Benz arrives in North America. It is not simply loaded onto a transporter for delivery to an authorized dealer; it is whisked to a Mercedes-Benz Vehicle Preparation Center—almost an extension of factory facilities and standards, on North American soil—and methodically examined, inspected and adjusted where necessary.

From the sales consultant in the showroom, to the service technician who performs work on your car, the people of Mercedes-Benz are dedicated to matching the quality of their efforts with the quality of the automobile itself—and are determined, in the process, to make you the most cared-for owner in the automotive world.



Proof in writing of a commitment to excellence is provided by the Signature Service concept, implemented by many authorized Mercedes-Benz dealers. The service technician who works on your car vouches for the quality of his work by signing his name. This personal way of backing up pride in workmanship extends throughout every participating dealership.

There are 422 authorized Mercedes-Benz dealers strategically located throughout the United States today. Most have been part of the Mercedes-Benz organization for a decade or more; that record of owner satisfaction is directly related to their seasoned understanding of the importance of prompt, efficient, courteous customer service. And their commitment to delivering it.

That commitment takes tangible form. In service departments equipped, in most cases, with factory-approved electronic diagnostic aids and as many as 230 specialized Mercedes-Benz tools. Used by technicians who are trained Mercedes-Benz specialists. (In many authorized dealership service departments today, the technicians' combined Mercedes-Benz experience can be fifty, sixty, as much as one hundred years.)

Authorized Mercedes-Benz service includes the skills of highly trained technicians, specialized in Mercedes-Benz service.

Authorized dealers benefit from an efficient, computerized nationwide parts distribution system—dealing only in genuine Mercedes-Benz automotive parts.

Service can extend even beyond the dealer's premises and business hours. The unique Mercedes-Benz Roadside Assistance program is like a nationwide security blanket: should you ever encounter any difficulties on an empty backroad on a rainy Sunday morning, a single toll-free call can bring help. Even if it means sending a trained Mercedes-Benz service technician to your side.

Mercedes-Benz and its authorized dealers, in summary, believe that true owner satisfaction only begins with the purchase of a car. And thus they are committed, not only to the idea of a superb automobile—but to the idea of a superb automobile ownership experience. As you are invited to experience, firsthand.

Above: You are covered for the first 50,000 miles or 48 months of ownership by a strong limited new-car warranty. Left: In the event that your Mercedes-Benz travels several hundred thousands miles during your period of ownership, Mercedes-Benz would like to know; through your authorized dealer, handsome radiator badges like these are routinely awarded to owners whose cars have documented certain mileage milestones. Demand over the years has been brisk.

The standard Mercedes-Benz limited new car warranty is perhaps not typical of most cars, but very typical of Mercedes-Benz: it covers four years or fifty thousand miles. And is very long on owner protection, but refreshingly short on ifs, ands or buts. □

Mercedes-Benz Roadside Assistance program offers on-the-phone or on-the-spot service assistance, in 48 states, after normal dealer service hours—on weekends, even on holidays. One toll-free telephone call initiates this remarkable and very reassuring form of roadside help. See your authorized dealer for further details.

INTRODUCING THE FOUR AUTOMOBILES OF THE 300 CLASS FOR 1987

This distinctively raked 300 Class radiator grille graces two gasoline performance sedans, a turbodiesel performance sedan, and a turbodiesel wagon.

The Mercedes-Benz 300 Class is presented for 1987 in four distinctively different gasoline and turbodiesel models. Each is comprehensively described and illustrated on the pages that follow—including technical specifications, equipment, performance, and automotive personality.

Whichever model you ultimately choose, you will be driving one of the most highly lauded and technologically advanced automotive designs of our time. From their superb six-cylinder gasoline and turbodiesel engines, to their aerodynamically sophisticated bodywork, to their suspension and braking and occupant-restraint systems, the cars of the 300 Class represent the latest in Mercedes-Benz engineering accomplishment. Translating into a blend of performance, quiet, comfort and safety-mindedness that ranks as one of the automotive accomplishments of recent years.

For 1987, the 300 Class is augmented by an all-new station wagon—the 300 TD Turbo Station Wagon, powered by a three-liter, six-cylinder turbodiesel engine, and the 260 E Sedan, powered by a 2.6-liter, six-cylinder gasoline engine.

The 300 E Sedan continues its career as one of the most startlingly successful models in Mercedes-Benz history. In terms of owner reception, and in terms of critical acclaim. An automobile which *Road & Track* magazine summarized in early 1986, shortly after its introduction, as "new, fast, comfortable, and maybe the best 4-door sedan in the world." It is joined by the turbodiesel-powered 300 D Turbo Sedan, a startling automobile in its own right, as you will discover. When you have finished your reading, you will have a clear understanding of how Mercedes-Benz automobiles are indeed engineered like no other cars in the world.

260E SEDAN

Headlamps and fog lamps are smoothly integrated into the 260E, contributing to an aerodynamic coefficient of drag among the lowest yet recorded.

For 1987, Mercedes-Benz has augmented the obvious appeal of the advanced 300 Class by expanding the choice of models and personalities within the series.

Introducing the 260E, in its own right one of the most technologically advanced automobiles—and one of the most exciting automotive performers—available in sedan form today.

The 260E is extremely quick, yet extremely smooth and quiet. Under its hood is a strong, lightweight single overhead camshaft six-cylinder gasoline engine all but identical, except for its 2.6-liter displacement, to the engine used in the 300E Sedan. Smoothness and docility at low speeds are worthy of a well-engineered V-8. Standing-start acceleration is excellent and mid-range response, exhilarating. The mechanical stability of this engine is underscored by the 260E's ability to lap the test track—in unmodified production trim—at 134 mph.

The fuel injection system is ingenious. It *combines* a highly sophisticated basic mechanical system with microprocessor-controlled fine-tuning functions. Thus blending electronic speed and precision with mechanical reliability. A "belt-and-suspenders" concept of fuel injection unique to gasoline-powered Mercedes-Benz automobiles.

Unlike the archetypal chrome-laden luxury sedan, the 260 E carries next to no exterior brightwork on a body almost austere in its functional simplicity. This is because it was not styled to catch the eye but designed to cheat the wind. Cheat the wind it does, with an aerodynamic Cd of just 0.31—as low as any production sedan has ever reached.

Its aerodynamic purity is no small factor in the 260 E's almost phenomenal quietness at cruising speeds. The exterior door handles, the exterior mirrors—even the disc-smooth facings of the light-alloy wheels—were honed in the wind tunnel to minimize drag, turbulence and disturbing noise.

The same exceptional level of technological sophistication marks the 260 E's roadholding skills. Its multilink independent rear suspension, a major Mercedes-Benz innovation, helps promote not only agile and tenacious roadholding but handling that is reassuringly predictable—whether the driver behind the wheel is an aficionado or a novice.

This 3,210-lb. sedan feels taut and stable in hard cornering; no pitching or wallowing. The ride, meanwhile, is engineered to take back roads as well as boulevards comfortably in stride.

The same could be said for the entire car. Structural rigidity and the ability to absorb punishment were design priorities. This spawned such welcome details as a steering system shock absorber and *hydraulic* forward engine mounts designed to help diminish vibration. The 260 E is a reassuringly solid machine, from its all-welded steel monocoque shell inward.

Both the automatic and manual transmissions available for the 260 E are notable technical achievements. The manual gearbox is a fully synchronized five-speed unit, and the automatic is a four-speed, torque converter device designed to be shifted through the gears manual-fashion when desired. With crisp, positive manual-style actuation.

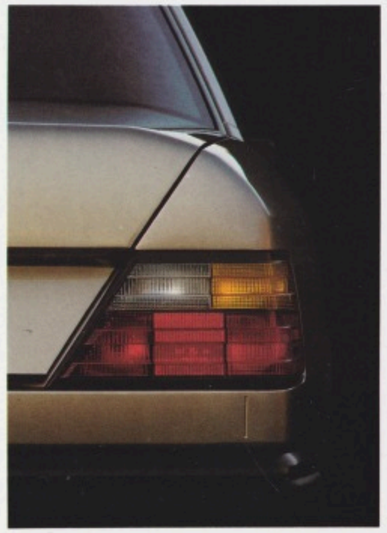
The Mercedes-Benz Anti-lock Braking System (ABS) is fitted as standard equipment to every 260 E Sedan. Functioning in concert with the car's four-wheel disc brake system, ABS is designed to anticipate and help prevent wheel lockup in sudden braking on all surfaces. Helping the driver to retain steering control, even in unexpected emergencies.

Seating comfort, front and back, is deep. The driver's steel-sprung, thickly padded bucket-type seat—adjustable even for height is designed as a biomechanical support system and not a mobile sofa. And is meant to keep you feeling rested and alert after long hours behind the wheel.

Even the rear bench-type seat is contoured to comfortably support its occupants. With the plump center armrest folded away, it comfortably accommodates three adults. The backs of the front seats are indented—creating considerate extra rear-seat knee room.

Below: A high, rounded, crisply sculptured rear deck is an integral element in the 260 E's strikingly low 0.31 Cd of aerodynamic drag.

Below right: A fluid, uncluttered overall form follows strict rules of aerodynamic, structural and passenger-carrying function.



Right: Supple and well-shaped bucket-type front seats are designed to cradle and support their occupants over the hours and miles. A central pull-down armrest is standard equipment; also standard is the Mercedes-Benz Supplemental Restraint System (SRS), including a driver's-side air bag and knee bolster, and emergency tensioning retractors for both three-point front seat belts.

Below: An exercise in ergonomic intelligence. All vital gauges and instruments are designed and placed for quick visual access and comprehension. All vital driving controls are designed to be reached and actuated with maximum possible speed and precision.

Below right: The rear seat in the 260 E is well contoured and thickly padded and fitted with a plump folding central armrest. Rear head restraints can be remotely retracted by the driver when the seat is vacant, affording greater rearward visibility.

MERCEDES-BENZ

300 CLASS

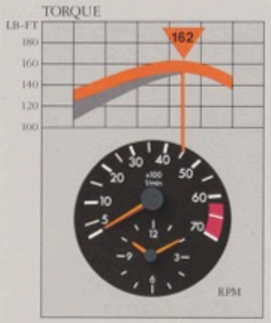
260E SEDAN

Standard 260E equipment includes electronic cruise control, electronic AM and FM stereo radio with cassette player, electric windows, fully automatic climate control system, outside rear-view mirrors, both electrically heated, and three-point central locking system. The cabin is studded with myriad other useful items: a co-driver's reading lamp, for example; an outside digital thermometer; a control that lets the driver retract both rear seat head restraints when the back seat is empty, to enhance rearward visibility. The Mercedes-Benz Supplemental Restraint System (SRS) is also standard. It incorporates an air bag and knee bolster on the driver's side and emergency tensioning retractors for both front seat belts—supplementing their primary restraint functions in the event of a major frontal impact.

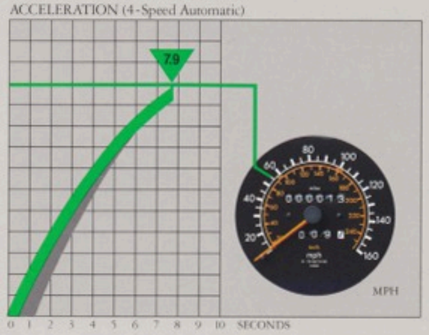
The Mercedes-Benz 300 Class balances the pleasures of performance and comfort with the concerns of durability and efficiency and safety-mindedness as adroitly as any passenger car before. And with the 260E Sedan, this rare balance of automotive virtues expresses itself in a vivid new automotive personality for 1987. □

PERFORMANCE

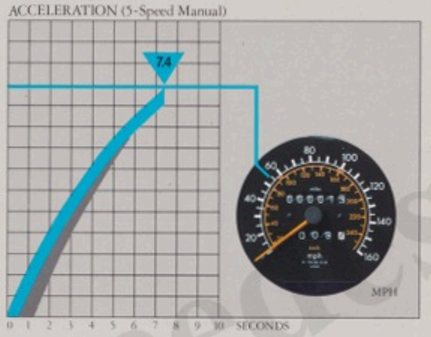
TORQUE



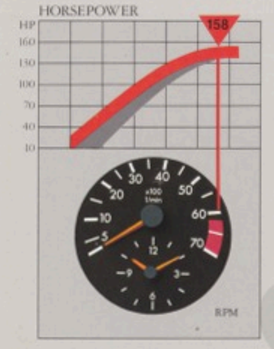
ACCELERATION (4-Speed Automatic)



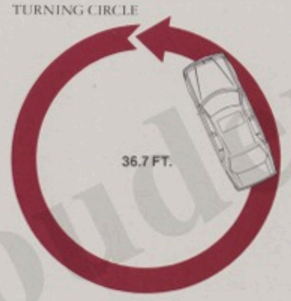
ACCELERATION (5-Speed Manual)



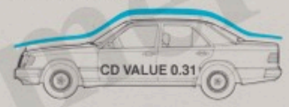
HORSEPOWER



TURNING CIRCLE

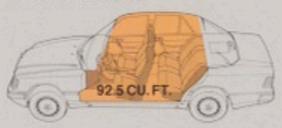


DRAG COEFFICIENT



CURB WEIGHT

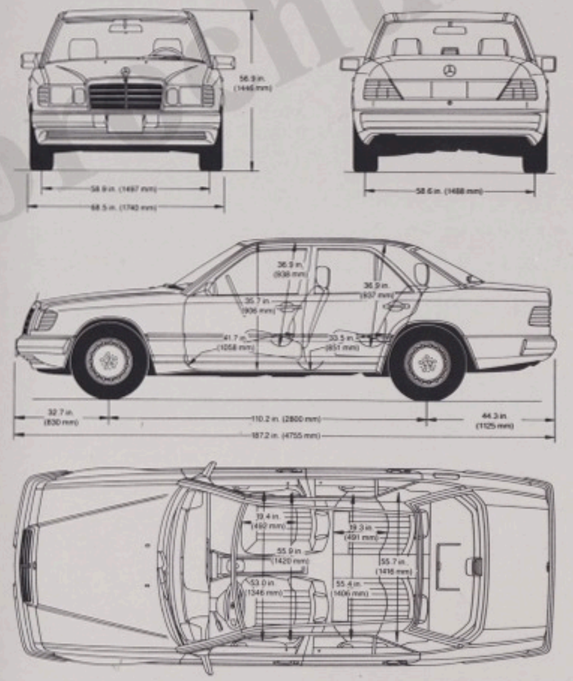
INTERIOR VOLUME



TRUNK CAPACITY

The 260E Sedan being put through its paces. Although its pulse-quickening acceleration and prodigious test-track maximums signal that this is indeed a high-performance sedan, its remarkable running quiet and smoothness signal that it is a high-performance Mercedes-Benz sedan. Making it, at one and the same time, an exciting automobile and a very civilized automobile.

DIMENSIONS



SPECIFICATIONS

BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	2.6 Liter, Gasoline, In-Line, 6-Cylinder
NET POWER HP/KW @ RPM	158/118 @ 5800
NET TORQUE LB-FT/N · M @ RPM	162/220 @ 4600
DISPLACEMENT CU. IN./CM³	158.6/2599
COMPRESSION RATIO	9.2:1
TRANSMISSION	4-Speed Automatic with Torque Converter or 5-Speed Manual, Fully Synchronized
REAR AXLE RATIO	3.27:1
FUEL CAPACITY: U.S. GAL.-RES/LTRS.-RES.	18.5-2.4/70-9.0

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

Anti-theft alarm system, including radio
Electric sliding sunroof, with rear pop-up feature (no charge)
Electrically adjustable front bucket seats and head restraints
Electrically adjustable steering column
Electrically heated front seats
Front seats with electrically operated orthopedic backrests
Front seats with reinforced springs
Headlamp wipers and washers
Metallic paint
Rear reading lamps
Upholstery, leather
Upholstery, velour

300E SEDAN

Shortly after its debut, Road & Track tested the 300E Sedan. Verdict: "New, fast, comfortable...and maybe the best four-door sedan in the world."

"Driving the 300E Sedan," reports *Car and Driver* Magazine, "is a rewarding experience in virtually every sense of the word."

One conspicuous reward is the truce it has achieved between the pursuit of speed and the goal of running silence. Its six-cylinder, 3-liter, electro-mechanically fuel-injected 177 hp engine can move the 300E from zero to 55 mph in under 8 seconds, and tops out on the test track at 140 mph. But, says *Auto, Motor und Sport*, "It is unusually quiet over its entire range; there is no noticeable vibration."

Indeed, seldom if ever has a performance sedan moved so quickly, so quietly. The 300E's shape is itself a factor in its performance and its quiet running. Exceptional aerodynamic design cuts wind resistance to the lowest figure yet measured for a production sedan sold in North America. Simultaneously enhancing speed and diminishing wind noise.

Classic Mercedes-Benz engineering diligence has helped provide the 300E with another of its key virtues: handling stability and roadholding tenacity literally in a class by themselves. A decade of intensive research and development generated the technologically unique multilink independent rear suspension, "the most sophisticated steel suspension ever put into volume production," according to one British writer. As a result, seldom has a performance sedan coupled such over-the-road handling mastery with so gentle, so unpunishing a ride.

Below: Distinctive rear deck shape conceals 14.6 cu. ft. of usable luggage space. Bottom: Analog main instruments are designed for quick and clear communication of vital running information.

The 300E stops under normal conditions with four-wheel disc brakes. Sudden braking—even on wet, slippery or such suspect surfaces as glare ice—activates the near miraculous aid of the Mercedes-Benz Anti-lock Braking System (ABS). Helping to prevent wheel lockup, maintaining the driver's ability to steer the car, facilitating smooth and almost normal stops. Even in abnormal situations.

Its computer-designed steel monocoque body/chassis is another advanced technical feature of the 300E. Fully 18 percent of its total weight is in high-strength/low-alloy steel, which serves the dual function of making the body lighter *and* stronger. The structure combines a strong passenger compartment "safety shell" with front and rear sections designed to yield and absorb kinetic energy, reducing danger to occupants. The feeling of deep solidity often ascribed to Mercedes-Benz cars begins with this rigid structure.

The driving environment sets high standards of ergonomic intelligence and thus driving efficiency. The steering column, both front seats and even their head restraints are electrically adjustable; the driver's control incorporates a two-position "memory" feature that can be preset and instantly restore any two preferred combinations of steering wheel, seat and head restraint position.

Electronic cruise control, fully automatic climate control, power windows, and three-point central locking of all four doors, the trunk lid and the fuel-filler port are standard. The protection of a built-in anti-theft alarm system extends to the electronic AM and FM stereo radio with cassette player.

Also standard is the Mercedes-Benz Supplemental Restraint System (SRS), incorporating a driver's side air bag and knee bolster and emergency tensioning retractors at both front seat belts. SRS is meant to enhance front occupant restraint in the event of a major frontal impact, and is electronically set to deploy within a fraction of a second.

Without need for electronic gizmos, comprehensive and legible instrumentation reports on 24 aspects of the car's operation. Outside temperature, low fluid levels and exterior lamp failure are among them.

Driver visibility is aided by an eccentric-sweep single windshield wiper that clears 86 percent of the windshield area. Wiper and washer units clear the headlamps as well, for enhanced foul-weather illumination. Exterior rearview mirrors are designed to begin heating themselves when the outside temperature approaches freezing.

A remarkably efficient four-speed torque converter automatic transmission can be specified for your 300E; alternatively, the sporting-minded owner can specify a crisp-shifting five-speed, all-syncromesh manual gearbox, with fifth gear functioning as an overdrive. The shift lever in both cases is centrally mounted, close by the driver's right hand.

Right: Five occupants are accommodated within 92.5 cubic feet of interior volume. Their lives in transit are eased by amenities ranging from a fully automatic climate control system, to an electronic AM and FM stereo radio with cassette player, to superbly livable seats. Driver's and co-driver's seats and head restraints, and even the steering wheel position, are electrically adjustable.

Below: The 300E Sedan is unmistakably a Mercedes-Benz—and just as unmistakably an exercise in advanced aerodynamic design. Note absence of extraneous styling touches; even the light-alloy wheels, slotted for brake cooling and disc-like to reduce aerodynamic drag, emphasize functional efficiency.

MERCEDES-BENZ

300 CLASS

300E SEDAN

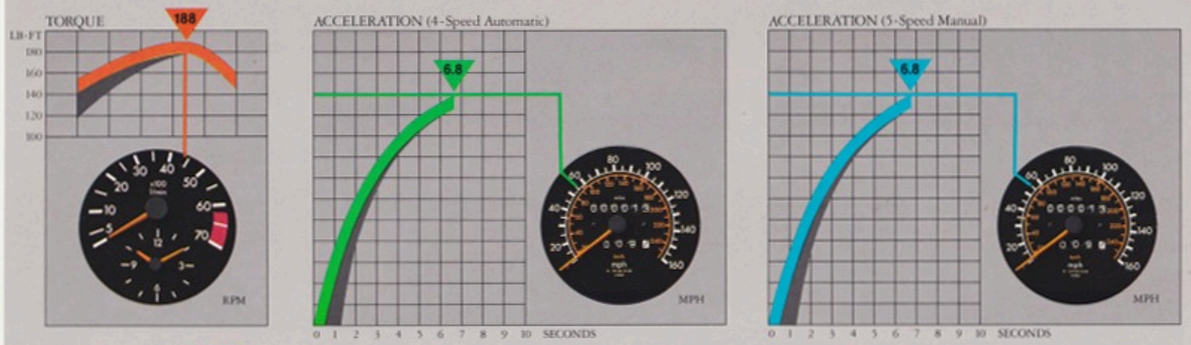
With this pacesetting example of advanced automotive technology, the engineers of Mercedes-Benz have achieved not only an exciting performance car but a reaffirmation of one hundred and one years of automotive leadership.

The steering system, utilizing the Mercedes-Benz recirculating-ball mechanism and a superb servo assist, is very smooth and precise, with a built-in shock absorber to minimize jolts even on the roughest road surfaces. The wheel moves from lock to lock in a crisp three turns.

Many of the 300E's significant technical advances—ABS, SRS, the enhanced energy absorption of its body shell, for example—may seldom if ever need to be used. This may be the one species of luxury that the engineers of Mercedes-Benz wholeheartedly approve. The 300E is so comprehensive in standard form that you may never need to consult the extra-cost option list.

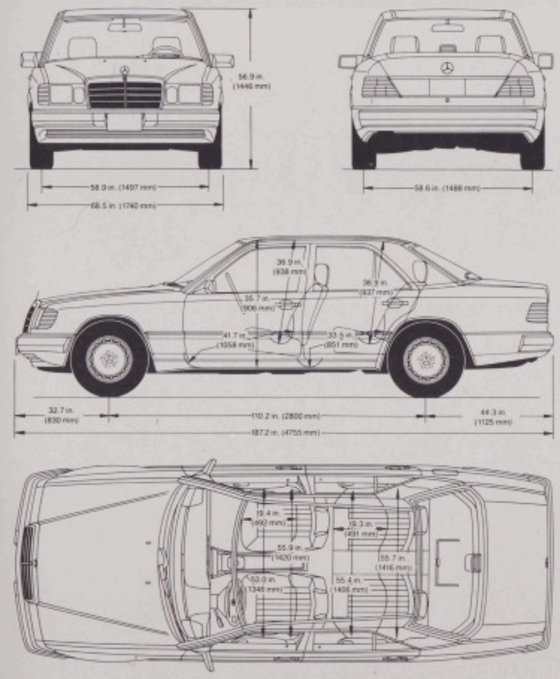
With this pacesetting sedan, Mercedes-Benz presents not only an exciting and civilized performance car but a reaffirmation of its one hundred and one years of engineering leadership. □

PERFORMANCE



Right: The 300E Sedan at its best: in motion. Smoothly and next to silently, it extracts from a 6-cylinder engine the energy and responsiveness once exclusively associated with V-8's. Far right: Almost flush-fitted side windows are an aid in reducing wind turbulence and noise at cruising speeds. Exterior mirror on right side is electrically adjustable from the driver's seat.

DIMENSIONS



SPECIFICATIONS

BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	3.0 Liter, Gasoline, In-Line, 6-Cylinder
NET POWER HP/KW @ RPM	177/132 @ 5700
NET TORQUE LB-FT/N · M @ RPM	188/255 @ 4400
DISPLACEMENT CU. IN./CM³	180.8/2962
COMPRESSION RATIO	9.2:1
TRANSMISSION	4-Speed Automatic with Torque Converter or 5-Speed Manual, Fully Synchronized
REAR AXLE RATIO	3.07:1
FUEL CAPACITY: U.S. GAL.-RES./LTRS.-RES.	18.5-2.4/70-9.0

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

Electric sliding sunroof, with rear pop-up feature (no charge)
Electrically heated front seats
Front seats with electrically operated orthopedic backrests
Front seats with reinforced springs
Metallic paint (no charge)
Rear reading lamps
Upholstery, leather
Upholstery, velour

300D TURBO SEDAN

Complementing the performance of the 300D Turbo Sedan is a high level of driving civilization; even this electric sunroof is optional at no extra cost.

That this butter-smooth, nearly silent, 128 mph sedan happens to be a diesel, seems almost an incidental fact. What better defines the 300D Turbo is its status as the latest and most advanced Mercedes-Benz sedan design. Which, in turn, has defined a new equation for the automotive world to study and perhaps to eventually emulate.

It will not be easy. The 300D Turbo was pronounced fit for sale only after eight rigorous years of development; incorporates myriad exotic and exclusive technological innovations; is built and finished to standards that perhaps only Mercedes-Benz is comfortable imposing on a production automobile. Most important, the 300D Turbo is designed to do more things more competently than the everyday sedan. Indeed, there are few automotive categories worth mentioning where it is not designed to excel.

With its three-liter, six-cylinder, turbocharged engine generating 143 hp at 4600 rpm and 195 lb-ft of torque at 2400 rpm, it is a powerful over-the-road performer. More powerful than not only any previous or current production diesel but the majority of gasoline sedans today.

It is quiet-running–again, not only by diesel standards but by gasoline standards. Noise emissions are suppressed by a system of acoustic encapsulation extending above, beside, fore and aft and even underneath the engine.

MERCEDES-BENZ

300 CLASS

300D TURBO SEDAN

It is, meanwhile, relentlessly efficiency-minded in ways no gasoline car is designed to be. Spicy new performance, classic diesel frugality and simplicity: a combination to be envied, if not soon duplicated, by other automobiles.

The 300D Turbo advances sedan handling and riding standards in the most direct way possible: by incorporating a major technological advance in suspension design, the unique Mercedes-Benz multilink independent rear suspension system.

Stability and predictability in brisk cornering are exceptional. Overall, this approaches being the best-handling Mercedes-Benz sedan design in 101 years. Meanwhile, the 300D Turbo imperturbably blots up bumps and potholes and other insults of motoring life, too tautly sprung and firmly suspended to pitch or wallow in doing so.

With its interlinked four-wheel disc brakes and Anti-lock Braking System (ABS), the 300D Turbo is designed to help thwart wheel lockup in sudden braking on all surfaces, helping the driver to maintain steering control in emergency stops.

The ABS system is one example of electronic wizardry, intelligently applied. The Supplemental Restraint System (SRS) is another. It augments front seat belt restraint with a driver's-side air bag and knee bolster, and emergency tensioning retractors for both front seat belts. The air bag and emergency tensioning retractors in both three-point front seat belts are designed to electronically deploy within just a fraction of a second of a major frontal impact. Mercedes-Benz commitment to driving security in all its forms is longstanding and deep. That both ABS and SRS were introduced in North America on Mercedes-Benz cars is only the most recent proof.

The 300D Turbo's smooth exterior shape achieves an aerodynamic coefficient of drag of just 0.32—a figure close to the best yet recorded by a production automobile sold in North America. Note the car's functional austerity: nearly no chrome brightwork; headlamps and windows and even door handles almost flush with its smooth metal skin.

Analog main gauges, and a battery of lamps to signal everything from low coolant and engine oil and washer fluid levels to exterior lamp failure, keep the driver constantly informed. An electronic cruise control device, three-point central locking system, fully automatic climate control system, and electronic AM and FM stereo radio with cassette player all attest that standard equipment is comprehensive.

The most important controls are the most pleasurable to use: crisp, precise steering, and a smooth-shifting four-speed automatic transmission designed to be run manually through its paces when the mood strikes. Fit and finish, inside and out, live up to the Mercedes-Benz legend. Indeed, they may enhance it. And the 300D Turbo Sedan is a proud defender of this legend.

Below: Manual-style automatic shift lever is placed within quick and easy reach. Woodlike trim is genuine Zebrano wood. Below right: Classic Mercedes-Benz radiator grille is gently curved and angled in the cause of aerodynamic integrity.

Right: Arguably one of the most civilized and functionally efficient driving environments extant. The front seats and their head restraints, and the steering wheel position, are all electrically adjustable. Front seat belts are adjustable for differing wearer heights, and both incorporate emergency tensioning retractors—part of a Supplemental Restraint System (SRS) that also includes a driver's-side air bag and knee bolster.

Below: One of the world's few full five-passenger sedans that doubles in brass as a high-performance automobile—and perhaps the only one that is also a diesel. The 300D Turbo climaxes more than half a century of Mercedes-Benz diesel engineering leadership in a stunning burst of power, torque, and sheer technological sophistication. Its body, suspension, braking and other major systems fully rival its innovative 6-cylinder engine for technical advancement; feeling these individual elements functioning in concert is one of the true driving pleasures of our time.

MERCEDES-BENZ

300 CLASS

300D TURBO SEDAN

Right: The 300 D Turbo seems different from other diesels even from behind: an advanced trap oxidizer helps reduce visible diesel exhaust emissions to the lowest level in 51 years. Far right: 143 hp of pure performance. This brawny yet graceful sedan can leap from a standstill to 55 mph in slightly less than 9 seconds. Its test-track maximum is 128 mph.

Both halogen headlamps are fitted with their own individual wipers and washers. The single windshield wiper clears an unprecedented 86 percent of glass area with each eccentric-motion sweep. Both exterior mirrors automatically heat themselves when the outside temperature approaches freezing. Even the washer nozzles on the hood are self-heated, to resist icing up.

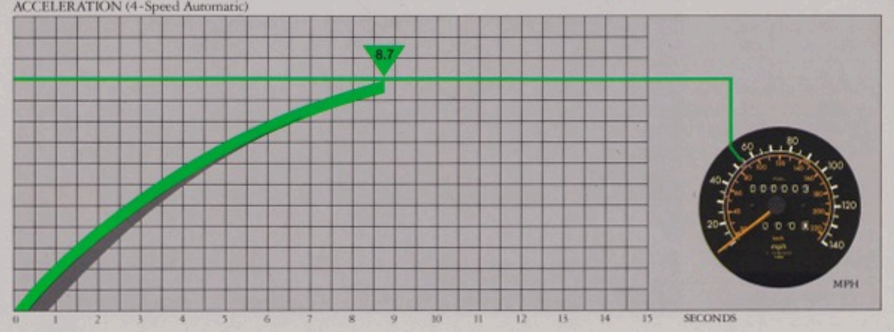
Similar ingenuity prevails inside. With a dashboard switch, the driver can remotely *retract* the rear seat head restraints when there are no passengers behind him, for a complete unobstructed rearward view. The driver's and co-driver's seats and head restraints are electrically adjustable. So is the steering wheel. A memory feature allows the driver to store and automatically restore any two sets of preferred wheel, seat and head restraint positions. Life behind the wheel is lived at Mercedes-Benz levels of comfort and convenience.

For 51 years, while other makers have dabbled in the field and moved on, Mercedes-Benz has refined and perfected the diesel idea. This quick, quiet, civilized 300 D Turbo Sedan brilliantly justifies the effort. □

PERFORMANCE

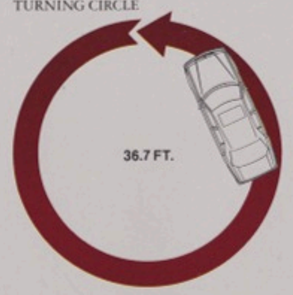
TORQUE

ACCELERATION (4-Speed Automatic)

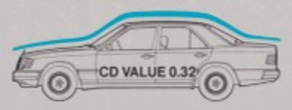


HORSEPOWER

TURNING CIRCLE



DRAG COEFFICIENT

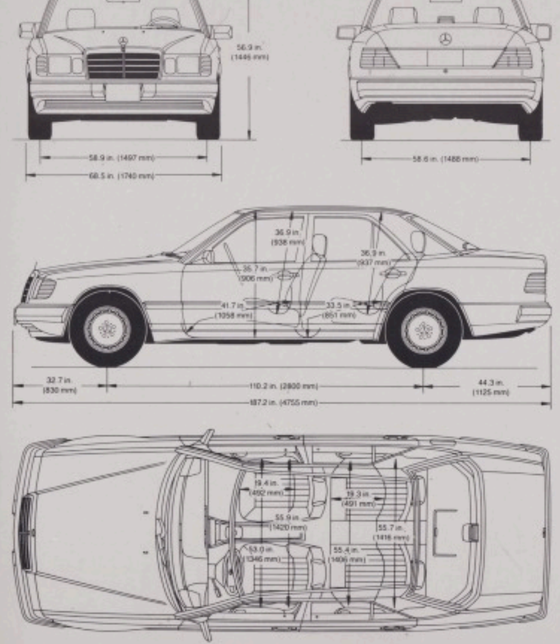


CURB WEIGHT

INTERIOR VOLUME

TRUNK CAPACITY

DIMENSIONS



SPECIFICATIONS

BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	3.0 Liter, Turbodiesel, In-Line, 6-Cylinder
NET POWER HP/KW @ RPM	143/107 @ 4600
NET TORQUE LB-FT/N · M @ RPM	195/265 @ 2400
DISPLACEMENT CU. IN./CM³	182.8/2996
COMPRESSION RATIO	22.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.65:1
FUEL CAPACITY: U.S. GAL.-RES./LTRS.-RES.	18.5-2.4/70-9.0

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

Electric sliding sunroof, with rear pop-up feature (no charge)
Electrically heated front seats
Front seats with electrically operated orthopedic backrests
Front seats with reinforced springs
Metallic paint (no charge)
Rear reading lamps
Upholstery, leather
Upholstery, velour

300 TD TURBO STATION WAGON

The most technologically advanced vehicle in station wagon form, the 300 TD Turbo Station Wagon is also the most versatile Mercedes-Benz ever built.

The original 300 TD won legions of devotees in its seven-year career from among those who responded to the idea of a single vehicle combining the legendary virtues of a Mercedes-Benz with the practical attractions of a station wagon.

Now there is a new edition, the 300 TD Turbo. Its design essentials are similar to the 300 Class sedans described on the preceding pages, arguably the most technologically advanced passenger cars in Mercedes-Benz history. To these advances, the engineers have added numerous others that qualify the new 300 TD Turbo as the most advanced and perhaps the most delightfully *versatile* station wagon yet produced–by Mercedes-Benz or any other maker. Your 300 TD Turbo is, in effect, four superb machines in one. First and most obviously it is a station wagon, ingeniously designed and built and outfitted to do efficiently what a station wagon is meant to do.

It is equally successful as a magnificently comfortable five-passenger automobile. Equipped with virtually every driver and passenger amenity in the extensive Mercedes-Benz book. Quiet-running and quiet-riding enough to belong in the front rank of the world's most civilized motorcars.

Simultaneously, the 300 TD Turbo is a high-spirited, high-performance road machine designed to gratify the serious driver—a "sports station wagon," if you will. Finally, and perhaps most impressive of all in view of the exotic facets cited above, the 300 TD Turbo brings you all the bulldog traits of a reliability-minded, efficiency-foremost diesel.

MERCEDES-BENZ

300 CLASS

300 TD TURBO STATION WAGON

Below: A sturdy metal roof rack is standard equipment on the 300 TD Turbo. The vehicle beneath it—devoid of excess chrome and decoration, shaped not in a styling studio but in the wind tunnel—encloses its generous passenger and cargo space within what surely ranks as one of the most aerodynamically efficient bodies yet fashioned for a station wagon. The benefits in running quiet, high-speed stability and conservation of engine power in steady cruising more than justify the painstaking design and development involved.

The 300 TD Turbo affords 76.8 cubic feet of cargo capacity with both rear seat sections folded down. Both parts of that split rear seat, and the front passenger seat back, are ingeniously articulated to fold down flat—creating any number of passenger and load-carrying combinations. The entire interior length on the passenger's side, from dashboard to tailgate, can be turned into storage space for an object nine and a half feet in length.

The interior is practical but hardly utilitarian—velour-carpeted, for example, and trimmed in genuine wood. The steering wheel, the driver's and co-driver's seats and head restraints are all electrically adjustable, with an ingenious two-position "memory" programmed into the driver's control. Fully automatic climate control and a central locking system are also standard; note, too, that the built-in anti-theft alarm system's protection extends to the electronic AM and FM stereo radio with cassette player. A liveable vehicle, this 300 TD Turbo—and very safety-minded: the Mercedes-Benz Supplemental Restraint System (SRS), including a driver's-side air bag and knee bolster and emergency tensioning retractors at both front seat belts, is standard equipment.

All this cargo-carrying versatility and practicality is borne over the road on "the most sophisticated steel suspension system ever put in volume production," as *Car* Magazine described it—the Mercedes-Benz multilink independent rear suspension. Its benefits are: handling as surefooted and stable, even in extremes, as any production automobile extant; and a smooth, unpunishing ride, even on punishing roads.

The idea of a tail-dragging station wagon is as much anathema to Mercedes-Benz engineers as it is to you. A hydropneumatic system at the rear axle acts to keep the 300 TD Turbo riding level, whatever the load.

You move from zero to 55 mph in a hushed flow of power impressive by any standard—and little short of amazing in a diesel. The six-cylinder, three-liter, turbocharged engine under the hood is in fact no mere diesel but arguably the smoothest and most powerful production diesel engine ever built. It is rated at 143 hp at 4600 rpm and 195 lb-ft of torque at 2400 rpm, figures that would do credit to a modern gasoline V-8. Its crisp throttle response and brisk pickup at virtually any speed can only be suggested here.

All told, the 300 TD's propulsion unit is not only the single highest diesel engineering achievement in half a century. It seems to all but repeal the laws of diesels.

Right: Instrument panel features legible and well-placed analog dials and gauges. The driver can reach and actuate every important control without lunging out of his or her normal belted-in position. Concealed within the steering wheel hub is a driver's-side air bag, part of the standard Supplemental Restraint System (SRS); it also includes a driver's-side knee bolster and emergency tensioning retractors for both front seat belts.

Below: A low loading sill and a tailgate that lifts well clear of the cargo opening help make the 300 TD Turbo a practical vehicle to load. Inside, the spare tire is tucked unobtrusively into its own compartment in the left side. The tailgate window wiper is designed to operate via a switch, or whenever the windshield wiper is working and reverse gear is engaged.

MERCEDES-BENZ

300 CLASS

300 TD TURBO STATION WAGON

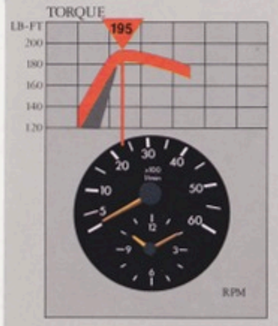
Acoustical encapsulation extends even underneath the engine and literally wraps all this stimulating performance in soothing quiet. Its mechanical smoothness further separates this from any diesel before.

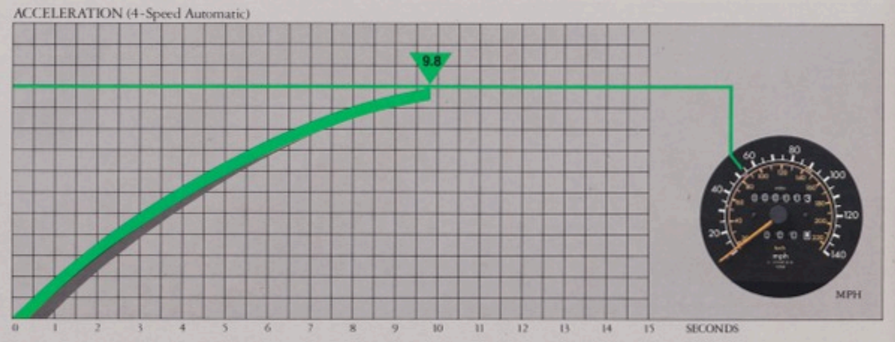
A four-speed automatic transmission is standard equipment, operated via a manual-type, centrally mounted shift lever designed to facilitate quick, precise gear changing if you prefer a sporting driving style. The 300 TD Turbo's acute steering precision is made more pleasurable by power assistance that does not feel vague or oversensitive at any time. Braking is by four-wheel discs linked to the Mercedes-Benz Anti-lock Braking System (ABS), a computer-regulated technology designed to help prevent wheel lockup in sudden braking especially on treacherous road surfaces—helping the driver to maintain steering control as the car is guided to an efficient, nearly normal stop.

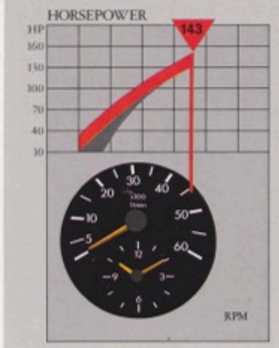
You are not driving a typical station wagon when you take the wheel of the 300 TD Turbo. But you are driving a typical Mercedes-Benz. □

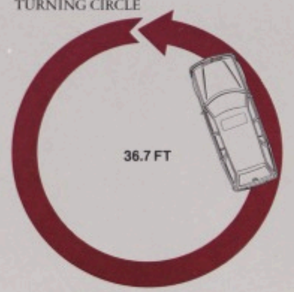
In the 300 TD Turbo Station Wagon, the most powerful diesel engine yet placed in passenger car production is melded with some of the most advanced passenger car technology available today. The result is unique: a single vehicle that gracefully combines the advantages of a performance car, a station wagon, a diesel, and a Mercedes-Benz.

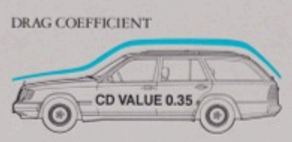
PERFORMANCE

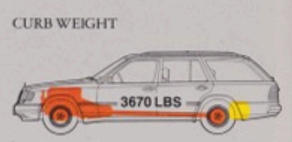


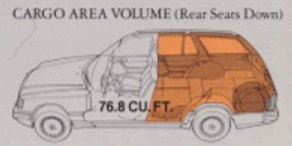




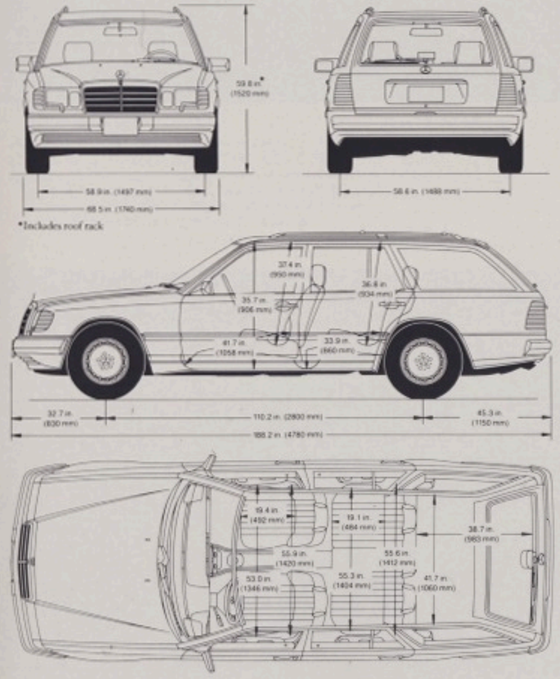








DIMENSIONS



SPECIFICATIONS

BODY TYPE	5-Door, 5-Passenger Station Wagon
ENGINE TYPE	3.0 Liter, Turbodiesel, In-Line, 6-Cylinder
NET POWER HP/KW @ RPM	143/107 @ 4600
NET TORQUE LB-FT/N · M @ RPM	195/265 @ 2400
DISPLACEMENT CU. IN./CM³	182.8/2996
COMPRESSION RATIO	22.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.65:1
FUEL CAPACITY: U.S. GAL.-RES./LTRS.-RES.	19.0-2.4/72-9.0

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

Cargo Net and Luggage Cover
Electric sliding sunroof, with rear pop-up feature (no charge)
Electrically heated front seats
Front seats with electrically operated orthopedic backrests
Front seats with reinforced springs
Metallic paint (no charge)
Rear reading lamps
Third rear facing seat
Upholstery, leather
Upholstery, velour

FOURTEEN MERCEDES-BENZ MODELS FOR 1987–THE WIDEST CHOICE IN HISTORY

For 1987, the single, inflexible standard symbolized by the Three-Pointed Star is expressed in no fewer than fourteen gas, turbodiesel, and diesel models.

The models described in this brochure represent a vast sweep of automotive technology—but only a part of the complete Mercedes-Benz line. As you will discover in the gatefold section overleaf, that line has expanded to cover fourteen individual models for 1987. It is the widest selection Mercedes-Benz has ever offered to the North American customer. And it creates a delicious agony of choice.

Mercedes-Benz for 1987 consists of three distinct classes: the 190 Class, 300 Class and S-Class. Within these you will find virtually every popular body style—including a station wagon, a coupe, and a coupe/roadster. The engine program for 1987 spans a remarkable gamut: four-, five-, six-cylinder and V-8 power, from 2.3 to 5.6 liters. In gasoline, turbodiesel and diesel form. With five-speed manual gearboxes available in six models for 1987, even your choice of transmissions is enhanced.

Perhaps most pleasurable of all, you enjoy a rich choice of automotive personalities within the Mercedes-Benz line for 1987. It ranges from the almost limousine-like civilization of the mighty 560 SEL Sedan, to the over-the-road excitement of the 190 E 2.3-16 Sedan, to the awe-inspiring blend of performance and quiet that is the 300 E Sedan. You will find the levels of quality in the most affordable model to be equal to that of the most costly model. Underscoring the fact that there may be fourteen different Mercedes-Benz models for 1987—but as always, there is only one Mercedes-Benz standard. Stubborn, indivisible, unique.

190 CLASS

Above, the five 190 Class sedans for 1987: the 190 E 2.3, 190 E 2.6, 190 D 2.5, 190 D 2.5 Turbo, 190 E 2.3-16. Each is designed to bring the idea of the sports sedan up to the standards of Mercedes-Benz. Below, profile views help high-light the aerodynamic differences distinguishing the 190 E 2.3-16, at left, from its 190 Class kin.

300 CLASS

Portrait of the most advanced passenger car technology of our time. Above, left to right: the 260 E, 300 E, 300 D Turbo and 300 TD Turbo Station Wagon. Gasoline or turbodiesel, each blends high performance with whispery-quiet, uncannily smooth running. Below, a single standard of excellence is expressed in two body styles.

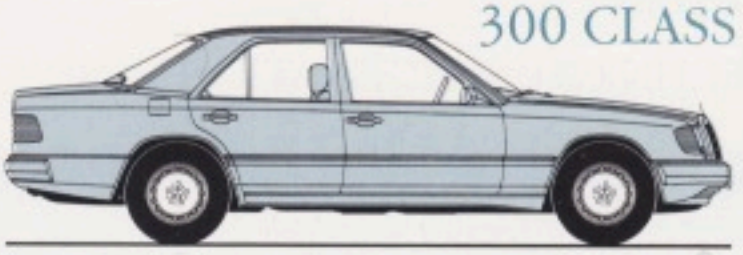
S-CLASS

The five Mercedes-Benz flagship models for 1987. Left to right above: the 300 SDL Turbo, 420 SEL and 560 SEL Sedans, the 560 SL Coupe/Roadster and the 560 SEC Coupe. Utilizing three magnificent gasoline and turbodiesel engines and the three body styles shown below, the S-Class arguably represents automotive technology in its most ambitious form.

MERCEDES-BENZ 1987

TECHNICAL SPECIFICATIONS

300 CLASS



TECHNICAL SPECIFICATIONS

ENGINE/TRANSMISSION	260E	300E	300D Turbo	300TD Turbo
Engine Type	Gasoline, In-Line, 6-Cyl., OHC, 2.6 liters	Gasoline, In-Line, 6-Cyl., OHC, 3.0 liters	Turbodiesel, In-Line, 6-Cyl., OHC, 3.0 liters	Turbodiesel, In-Line 6-Cyl., OHC, 3.0 liters
Maximum No Load Engine Speed–(rpm)	6550	6550	5150	5150
Bore x Stroke in./mm.	3.26x3.16/82.9x80.3	3.48x3.16/88.5x80.3	3.43x3.31/87.0x84.0	3.43x3.31/87.0x84.0
Displacement cu.in./cm^3	158.6/2599	180.8/2962	182.8/2996	182.8/2996
Net Power hp/kW @ rpm	158/118 @ 5800	177/132 @ 5700	143/107 @ 4600	143/107 @ 4600
Net Torque lb-ft/N•m @ rpm	162/220 @ 4600	188/255 @ 4400	195/265 @ 2400	195/265 @ 2400
Compression Ratio	9.2:1	9.2:1	22.0:1	22.0:1
Crankshaft Bearings, Main	7	7	7	7
Fuel Type/Fuel System	Premium Lead-Free/ KE III Electro-mechanical Fuel Injection	Premium Lead-Free/ KE III Electro-mechanical Fuel Injection	Diesel #1 or #2/ Mech-anical Fuel Injection	Diesel #1 or #2/ Mech-anical Fuel Injection
Fuel Capacity U.S. gal.-res./ltrs.-res.	18.5-2.4/70-9.0	18.5-2.4/70-9.0	18.5-2.4/70-9.0	19.0-2.4/72-9.0
Cooling System qts./ltrs.	9.9/9.4	9.9/9.4	10.6/10.0	10.6/10.0
Oil Capacity qts./ltrs.	6.9/6.5	6.9/6.5	11.0/10.4	11.0/10.4
Alternator	14V/70A	14V/70A	14V/70A	14V/70A
Battery	12V/62Ah	12V/62Ah	12V/92Ah	12V/92Ah
Transmission	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter	4-speed automatic with torque converter
Rear Axle Ratio	3.27:1	3.07:1	2.65:1	2.65:1
SUSPENSION/HANDLING				
Front Suspension	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geom-etry, anti-sway bar, and negative offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geom-etry, anti-sway bar, and negative offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geom-etry, anti-sway bar, and negative offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geom-etry, anti-sway bar, and negative offset steering
Rear Suspension	Independent suspension: Multilink control for anti-lift, anti-squat, and alignment control, four parallel constant velocity joints, coil springs, anti-sway bar, single-tube gas pressurized shock absorbers	Independent suspension: Multilink control for anti-lift, anti-squat, and alignment control, four parallel constant velocity joints, coil springs, anti-sway bar, single-tube gas pressurized shock absorbers	Independent suspension: Multilink control for anti-lift, anti-squat, and alignment control, four parallel constant velocity joints, coil springs, anti-sway bar, single-tube gas pressurized shock absorbers	Independent suspension: Multilink control for anti-lift, anti-squat, and alignment control, four parallel constant velocity joints, coil springs, anti-sway bar, hydropneumatic units which act as shock absorbers and automatic level control
Tire Size	195/65 VR15 Steel-belted radial	195/65 VR15 Steel-belted radial	195/65 R15 91H Steel-belted radial	195/65 R15 91H Steel-belted radial
Rim Size	6.5J x 15H2	6.5J x 15H2	6.5J x 15H2	6.5J x 15H2
Turning Circle ft./m.	36.7/11.2	36.7/11.2	36.7/11.2	36.7/11.2
Steering Wheel Turns Lock to Lock	3.0	3.0	3.0	3.0
Braking System	2-circuit hydraulic 4-wheel power disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power disc brakes, front discs ventilated, Anti-lock Braking System (ABS)
BODY/AERODYNAMICS				
Construction	Unitized all steel body	Unitized all steel body	Unitized all steel body	Unitized all steel body
Curb Weight lbs./kg.	3210/1455	3220/1460	3375/1530	3670/1665
Drag Coefficient	0.31	0.31	0.32	0.35

NOTE: The power values are measured in accordance with SAE J1349 for kilowatts.
Horsepower values are by standard conversion.

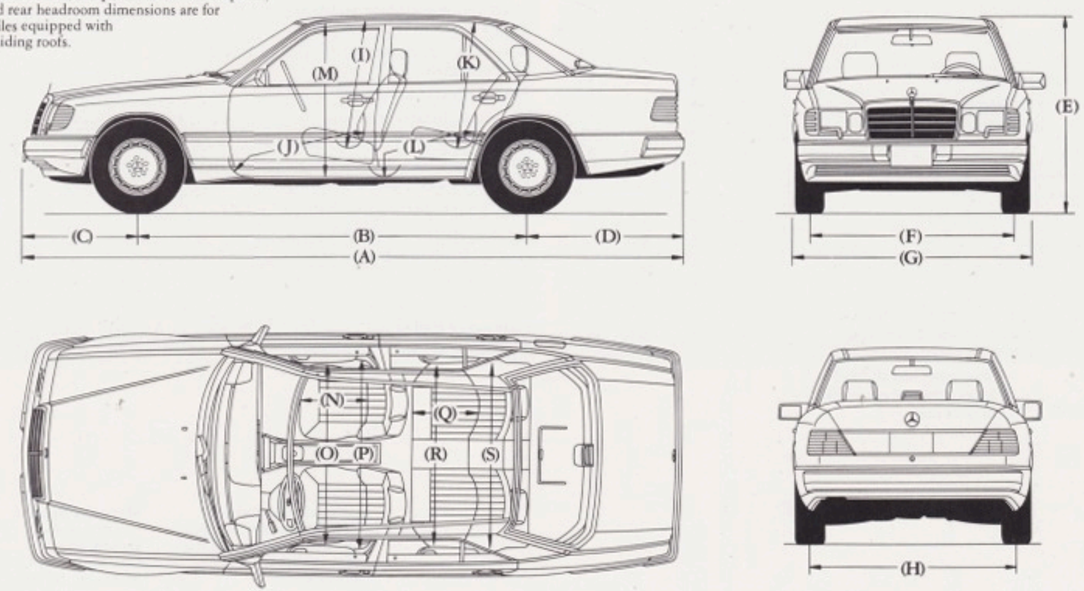
MERCEDES-BENZ

300 CLASS

DIMENSIONS

EXTERIOR		260E	300E	300D Turbo	300TD Turbo
Overall Length in./mm.	(A)	187.2/4755	187.2/4755	187.2/4755	188.2/4780
Wheelbase in./mm.	(B)	110.2/2800	110.2/2800	110.2/2800	110.2/2800
Front Axle Overhang in./mm.	(C)	32.7/830	32.7/830	32.7/830	32.7/830
Rear Axle Overhang in./mm.	(D)	44.3/1125	44.3/1125	44.3/1125	45.3/1150
Overall Height in./mm.	(E)	56.9/1446	56.9/1446	56.9/1446	59.8/1520*
Track-Front in./mm.	(F)	58.9/1497	58.9/1497	58.9/1497	58.9/1497
Overall Width in./mm.	(G)	68.5/1740	68.5/1740	68.5/1740	68.5/1740
Track-Rear in./mm.	(H)	58.6/1488	58.6/1488	58.6/1488	58.6/1488
INTERIOR					
Headroom-Front in./mm.	(I)	36.9/938	36.9/938	36.9/938	37.4/950
Legroom-Front in./mm.	(J)	41.7/1058	41.7/1058	41.7/1058	41.7/1058
Headroom-Rear in./mm.	(K)	36.9/937	36.9/937	36.9/937	36.8/934
Legroom-Rear in./mm.	(L)	33.5/851	33.5/851	33.5/851	33.9/860
Access Height-Front Door in./mm.	(M)	35.7/906	35.7/906	35.7/906	35.7/906
Seat Depth-Front in./mm.	(N)	19.4/492	19.4/492	19.4/492	19.4/492
Hiproom-Front in./mm.	(O)	53.0/1346	53.0/1346	53.0/1346	53.0/1346
Shoulder Room-Front in./mm.	(P)	55.9/1420	55.9/1420	55.9/1420	55.9/1420
Seat Depth-Rear in./mm.	(Q)	19.3/491	19.3/491	19.3/491	19.1/484
Hiproom-Rear in./mm.	(R)	55.4/1406	55.4/1406	55.4/1406	55.3/1404
Shoulder Room-Rear in./mm.	(S)	55.7/1416	55.7/1416	55.7/1416	55.6/1412
Total Visible Glass Area sq. ft./m^2		29.1/2.70	29.1/2.70	29.1/2.70	33.9/3.15
Trunk Capacity cu. ft./m^3		14.6/0.414	14.6/0.414	14.6/0.414	42.3/1.99 76.8/2.176†

*With roof rack
†Rear seat folded
NOTE: Dimensions made in accordance with SAE Specifications.
Front and rear legroom derived with front seat adjusted to design driving position for 95th percentile male occupant.
Front and rear headroom dimensions are for automobiles equipped with electric sliding roofs.



STANDARD & OPTIONAL EQUIPMENT

STANDARD	260E	300E	300D Turbo	300TD Turbo
Adjustable front shoulder harness anchorages	S	S	S	S
Aerodynamic halogen headlamps	S			
Aerodynamic halogen headlamps with wipers and washers		S	S	S
Aerodynamic light-alloy wheels	S	S	S	S
Anti-lock Braking System (ABS)	S	S	S	S
Anti-theft alarm system, including radio		S	S	S
Armrests, front and rear center, and all doors	S	S	S	S[1]
Automatic antenna with selective height adjustment	S	S	S	S
Automatic transmission, 4-speed, with torque converter or 5-speed manual, fully synchronized	S	S	S*	S*
Central locking system, with 3-point operation	S	S	S	S
Courtesy light, front, delayed shutoff	S	S	S	S
Courtesy light, rear	S	S	S	S
Eccentric-sweep windshield wiper, 2-speed with mist control	S	S	S	S
Electrically adjustable front bucket seats and head restraints, driver's side with two-position memory	—	S	S	S
Electrically adjustable steering column, two-position memory	—	S	S	S
Electrically heated rear window	S	S	S	S
Electrically heated windshield washer nozzles	S	S	S	S
Electrically operated windows	S	S	S	S
Electronic AM and FM stereo radio with cassette player	S	S	S	S
Electronic cruise control	S	S	S	S
Entrance lamps	S	S	S	S
First-aid kit	S	S	S	S
Front door map pockets	S	S	S	S
Front passenger reading lamp	S	S	S	S
Fuel economy indicator	S	S	—	—
Fuel preheater	—	—	S	S
Fully adjustable front bucket seats and head restraints	S			
Fully automatic climate control	S	S	S	S
Halogen fog lamps	S	S	S	S
Illuminated headlamp switch	S	S	S	S
Oil pressure gauge	S	S	S	S
Outside rearview mirrors, adjustable from inside, right side electrically adjustable and both electrically heated	S	S	S	S

STANDARD	260E	300E	300D Turbo	300TD Turbo
Outside temperature indicator	S	S	S	S
Parcel nets on front seatbacks	S	S	S	S
Plasticized undercoating	S	S	S	S
Power-assisted 4-wheel disc brakes	S	S	S	S
Power-assisted steering	S	S	S	S
Radial-ply steel-belted tires	S	S	S	S
Rear head restraints, with dashboard control retraction	S	S	S	—
Roof-mounted assist grips, interior	S	S	S	S
Seat belts, outboard 3-point with inertial reels, front emergency tensioning retractors	S	S	S	S
Supplemental Restraint System (SRS), driver's air bag and knee bolster	S	S	S	S
Tachometer/quartz chronometer	S	S	S	S
Third rear brake light	S	S	S	S
Third sun visor	S	S	S	S
Tinted glass, all around	S	S	S	S
Trunk carpeting	S	S	S	S
Upholstery, M-B tex (vinyl)	S	S	S	S
Velour carpeting, interior	S	S	S	S
Visor vanity mirrors, illuminated left and right	S	S	S	S
Warning indicators for exterior lamp failure, front brake pad wear, low engine oil, engine coolant and windshield washer fluid levels	S	S	S	S

OPTIONAL				
Anti-theft alarm system, including radio	O			
Electric sliding sunroof, with rear pop-up feature (no charge)	O	O	O	O
Electrically adjustable front bucket seats and head restraints	O			
Electrically adjustable steering column	O			
Electrically heated front seats	O	O	O	O
Front seats with electrically operated orthopedic backrests	O	O	O	O
Front seats with reinforced springs	O	O	O	O
Headlamp wipers and washers	O			
Luggage net and cargo cover	—	—	—	O
Metallic paint (no charge)	O†	O	O	O
Rear reading lamps	O	O	O	O
Third rear facing seat	—	—	—	O
Upholstery, leather	O	O	O	O
Upholstery, velour	O	O	O	O

S Standard
O Optional
– Not Available

[1]Front center and all doors
*5-speed manual not available
†At extra cost

All specifications and illustrations are based on the latest product information available at time of publication.

Mercedes-Benz reserves the right to make changes at any time, without notice.

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DIMENSIONS AND MEASUREMENTS

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All illustrations and specifications contained in this brochure are based on the latest product information available at time of publication. Mercedes-Benz reserves the right to make changes at any time, without notice, in colors, materials, equipment, and models. Any variations in colors shown are due to reproduction variations of the printing process. Illustrations of test situations may include automobiles without U.S. equipment. All interior photographs show leather seat upholstery.

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