



Mercedes-Benz 1990

S-Class

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The Mercedes-Benz S-Class: Engineered Like No Other Car in the World



The automobiles of the S-Class are the engineering flagships of Mercedes-Benz. They are the lineal descendants of some of the world's greatest automobiles: the best of every big Mercedes there ever was.

The S-Class legend deepens with every year. In 1989 the S-Class sedan's injury loss rate was lowest of all cars studied by the Highway Loss Data Institute. Mercedes-Benz cars,

A Timeless Engineering Goal

as a line, retain value better than any other line of cars sold in America. Many production engineers regard the S-Class models as the best-built cars of their category.

For 1990, the legend grows deeper. Every 1990 S-Class automobile is evidence of a car-building philosophy like no other in the world. A philosophy based on the engineering goal of Gottlieb Daimler, cofounder of Mercedes-Benz "The best or nothing."





The Most Ambitious Luxury Cars in the World Today

Mercedes-Benz defines luxury in a lexicon quite unlike that of most other luxury-car manufacturers. The luxury of a Mercedes-Benz is the luxury of fine materials, deep comfort and spaciousness. But it is also the luxury of assertive performance and certain handling. It is the luxury of a comprehensive safety network. Luxuries apparently coveted by Grand Prix racing drivers who are almost unanimous in their allegiance to the S-Class.

The Mercedes-Benz S-Class is built on a high-technology foundation. For example: 4.2- and 5.6-liter overhead-

cam V-8 engines constructed of a silicon-impregnated aluminum alloy that makes heavy steel cylinder sleeves obsolete. A 3.0-liter six-cylinder powerplant acknowledged as the world's best six-cylinder by *Road & Track* magazine. A fully independent suspension system with cross-matched coil springs for balanced ride and handling. Driver and front passenger seats with a suspension system of their own—tuned to work with the chassis' suspension system to enhance riding comfort.

Yet much of the technological mus-

cle that girds the S-Class does so in the cause of reliability and durability. Consider rugged spin-forged steel crankshafts, forged-steel suspension links, a monumentally solid backbone of welded steel, chrome piston rings, forged-steel connecting rods, sodium-cooled exhaust valves, case-hardened transmission gears, aircraft-grade fasteners, a 30-step paint and anticorrosion treatment and more.

Consider an automobile that part by part, category by category, is matched by no other automobile in the world.



The 1990 S-Class range is among the most generous in Mercedes-Benz history. Because five singularly unique automobiles are included in this expansive class, you can tailor your selection to meet specific requirements. than the other sedans—and the 300 SEL Sedan, a long-wheelbase S-Class sedan. The 420 SEL Sedan and 560 SEL Sedan are the V-8 engine long-wheelbase models. Their aluminum-alloy powerplants differ pri-

The Most Precisely Tailored Range of Choice in the Maximum Luxury Class

All S-Class models offer myriad features and conveniences. From heated seats to stereo sound to electro-pneumatically adjusted orthopedic backrests, the range of options and standard equipment is expansive.

In the tradition of the classic Mercedes sedans, two six-cylinder gasoline models are offered, the 300 SE Sedan—with a shorter wheelbase

marily in displacement. The 560 SEL Sedan is the flagship of the sedan fleet. The 560 SEC is its coupe equivalent: grandest of all grand-touring cars and a delightful evocation of a time when people drove for the sheer pleasure of it.

A classic reference that the Mercedes-Benz S-Class driver understands immediately.



Nowhere in the automotive world is there a more inviting space than the 100-cubic-foot passenger cabin of a 300 SEL, 420 SEL or 560 SEL Sedan. Unless perhaps it's the 93.6-cubic-foot passenger cabin of a 300 SE Sedan or the 87.7-cubic-foot passenger cabin of a 560 SEC Coupe. Each is a space you'll enjoy in near silence, even at highway speeds. A space rich with hardwood veneer, with velour or leather upholstery, with fine-cut velour carpeting.

Stretch out in the near five-foot-wide back seat of an SEL sedan. You'll find more than three feet of knee room with the front seat adjusted well back in its range. You'll find a contoured headrest and a plump, pull-down center armrest. The 560 SEL's

The Most Deeply Livable 100 Cubic Feet of Space on Four Wheels

rear seat is electrically adjustable for fore/aft position and backrest rake. This feature is optional on 300 SEL and 420 SEL Sedan models. An electrically heated rear seat is standard on the 560 SEL, optional on all other S-Class sedan models.

The 560 SEC Coupe's rear seat is actually two rear seats: individual contoured buckets, separated by a wood-paneled center console with pull-down armrest. This two-piece rear seat is an option on the SEL models and electrically adjustable as well.



A rear-seat switch panel controls electric seat adjustment, electrically heated rear seat, and the electric window lift.

Pencil-beam reading lamps are contoured into the roof pillars for the convenience of rear-seat passengers.

An optional, electrically operated rear window sunshade can help keep the passenger cabin cool when the automobile is parked.



Mercedes-Benz engineers zealously believe that a more comfortable, less-fatigued driver is often a better driver. Perhaps that's why an extraordinary amount of engineering effort was expended on the design of the S-Class driver and front-passenger seats.

Based on consultation with medical experts, studies of seated weight distribution, and years of seat-building experience, the design of Mercedes-Benz seats is unique in the automotive world. Each seat is constructed on a foundation of steel springs that allows ample air circulation to reduce heat buildup. Unlike the foam used at the core of most automotive seats, springs "push back" against your body mass to provide proper support.

Multiple layers of natural fiber, foam rubber and other foam help control moisture dissipation while permitting the ergonomic engineer to design the seat's shape and firmness in respect to general orthopedic requirements.

Because the upper back of the human body contains more perspiration glands, the seat back is designed differently than is the seat cushion, allowing still more air circulation and better control of moisture.

Because tight confinement contributes to the onset of fatigue, a Mer-

The Extraordinary Steps Taken to Diminish Your Fatigue

cedes-Benz S-Class seat is generously sized, allowing for the occasional shifting of body position as the hours and miles grow long.

Every S-Class seat is richly upholstered in soft, fragrant, long-wearing leather or plush velour. Leather or velour is used to trim the interior door panels as well.

Front seats are adjusted by means of an ingenious switching device that is shaped exactly like the seat to allow adjustment by feel alone. Push up on the seat-cushion-shaped switch and your seat cushion will be raised. Two-position memory restores preset seat adjustment as well as the position of the electrically adjustable steering column.





An electrically operated sunroof with rear pop-up feature is standard on 560 models, optional at no extra cost on all others.

A network of ventilation outlets recirculates cabin air.

A precisely engineered door-sealing system virtually eliminates cabin wind noise.

A special sound system with AM/FM radio and cassette player generates 100 watts of digital-quality music power and delivers it through ten strategically located and fully balanced speakers.

Mercedes-Benz designers believe that every occupant of an S-Class Mercedes-Benz is entitled to as much physical ease as ergonomic science can practicably devise.

Thus, they have equipped the passenger cabin with an advanced automatic climate control system that maintains a preset temperature even when outside conditions vary.

To make the cabin as quiet as possible, Mercedes-Benz engineers have sealed the doors with special gaskets; erected a double firewall between engine compartment and passenger compartment; generously layered carpeting and upholstery; covered the floor with a cushioning material.

When engineering work had progressed, each S-Class model was tested in an anechoic sound chamber that

The Extraordinary Steps Taken to Ensure Your Comfort

allows precise measurement and pinpointing of all exterior and interior noises. Then, the engineers went back to work and made every S-Class model quieter still.

So that you won't have to divert your eyes to open a window, ergonomic engineers have located the switches in a pattern that corresponds to the placement of the windows in the automobile. So that you won't have to worry about children in the back seat operating the windows, they have provided a rear-seat window lockout.



The moment you slide through the wide-opening door of an S-Class Mercedes-Benz, you begin to sense that you are not in the lap of luxury but in the sure hands of science. High automotive intelligence is communicated at every turn: the intelligence of an automobile built not to satisfy some passing trend but intended to make automotive transportation comfortable and safe. The intelligence of automobile controls that are in the right place, and of the right shape, is obvious with every knob you turn and every button you push.

The door closes after you with a reassuring "thunk." After placing your foot on the brake and starting the car, you reach to your left and press one of the two memory buttons next to the seat control switch. The seat and a steering column that is electrically adjustable for reach automatically adjust to your preset position.

Grip the thick-rimmed leather-covered steering wheel. It is of a gen-

So Much Advanced Technology, So Easily Controlled

erous diameter that affords a nearly unobstructed view of vital dashboard instruments. And it encourages a natural and relaxed driving position.

The left-outside mirror is controlled by a door-mounted lever. The right-outside mirror is electrically controlled by a console-mounted switch. Both mirrors are electrically heated to help prevent icing.

The bold white letters and orange needles of S-Class analog instruments project prominently from the black, glare-resistant face of the gauges. Included are a coolant temperature gauge, fuel-

economy/manifold vacuum gauge, oil pressure gauge, fuel-level gauge, speedometer/odometer, tachometer and quartz chronometer. A digital display indicates the outside air temperature.

Your outstretched fingers can easily find the turn signal/wiper-washer switch/high beam-low beam lever. Above: the cruise control adjustment lever. At left, a substantial knob controls exterior lighting, including fog lamps and individually operated left-right parking lamps.

Arranged in a logical array on the wood-paneled console to your right are a variety of less used but purposeful control switches, including rear window defrost, air recirculation, emergency flashers, antenna control, rear dome light, climate control system switches, stereo system controls,

and front seat heater switches.

Drop your hand to a comfortable position next to your right leg and you'll locate the transmission selector lever: a sturdy, confident selector lever that, by means of a notched shift gate, allows precise manual selection of gear ratios when you desire.



At the Mercedes-Benz assembly works, there is almost always someone looking over someone else's shoulder. One of every ten assembly employees is a quality control inspector. Inspectors monitor machines that monitor other machines. Hammer-wielding specialists check welds.

The Most Envied Quality Standard in the Automotive World

A quality control document, complete with signatures, accompanies every S-Class automobile all the way through the assembly procedure.

All dedicated to the cause of building a superior car that can instill pride of ownership.

Yet Mercedes-Benz quality is not solely the result of stringent control. It is perhaps even more the result of exacting manufacturing tolerances and careful craftsmanship. In a factory equipped with the latest computer-guided industrial robots, bodies are still frequently sanded by hand.

In a factory where a supercomputer helps engineers arrive at the best answers to manufacturing questions, woodworkers still practice their craft. In a factory where each V-8 engine block is x-rayed, rich leather hides are still hand-selected and hand-cut.

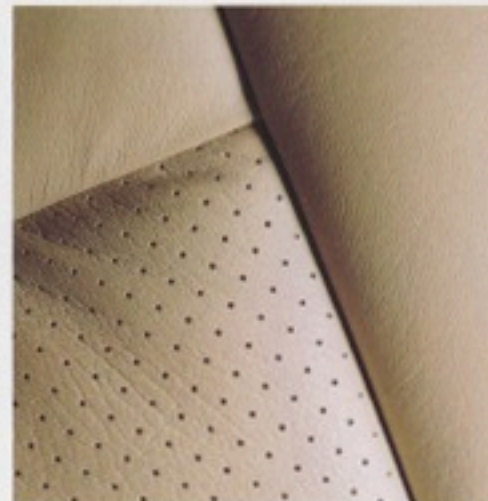
A new-model development process that utilizes the most advanced laboratory testing techniques still sends Mercedes-Benz test drivers to the four corners of the globe.

All in the cause of ensuring that every new Mercedes-Benz is entitled to wear the Three-Pointed Star.

The exquisite grain of natural hardwood is enhanced by hand-finishing and polishing.



Soft, supple, fragrant leather hides are carefully joined by expert seamstresses.



Deep-pile velour carpeting is painstakingly fitted to the passenger cabin floor.



A smooth, sound-absorbing cabin roof headliner is precisely stitched and tautly drawn.



Of a German autobahn experience *Road & Track* writes: "...the upshift comes at 120, and you settle back to resume your trip at 140 mph, with no more noise or fuss than there was at 60, which is to say—none."

The automobile that inspired those words was a Mercedes-Benz 560 SEC Coupe, driven on a speed-limit-free European road. The powerplant that inspired the automobile was the mighty 238-horsepower 5.6-liter Mercedes-Benz V-8.

On American highways, the same engine accelerates the 560 SEC to a

At the heart of these potent overhead-cam V-8 engines is a cylinder block of lightweight silicon-impregnated aluminum alloy. Because accurate casting leads to longer life and better reliability, the block is microscopically inspected, micrometrically gauged, x-rayed and ultrasonically probed. If it passes these checks, it is heat treated and precision bored.

After boring, the aluminum is etched away, leaving a durable surface of silicon crystals. Tin-plated, iron-coated cast-aluminum pistons, fitted with chrome compression rings, op-

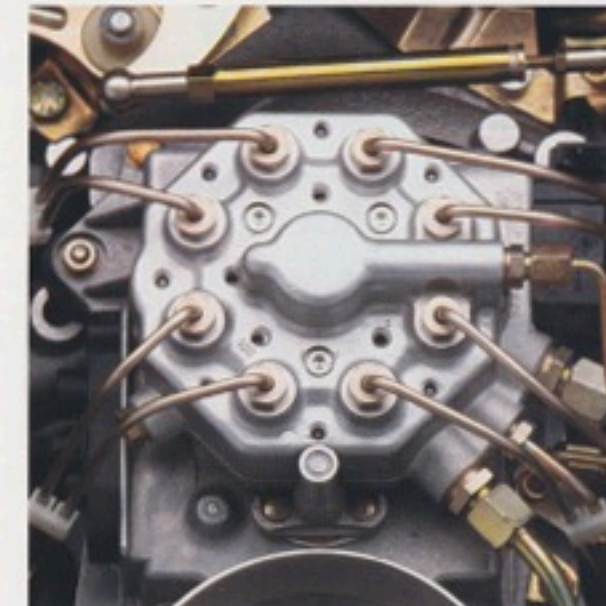
A Luxury Car That Can Make the Hairs Stand Up On Your Neck With Sheer Driving Excitement

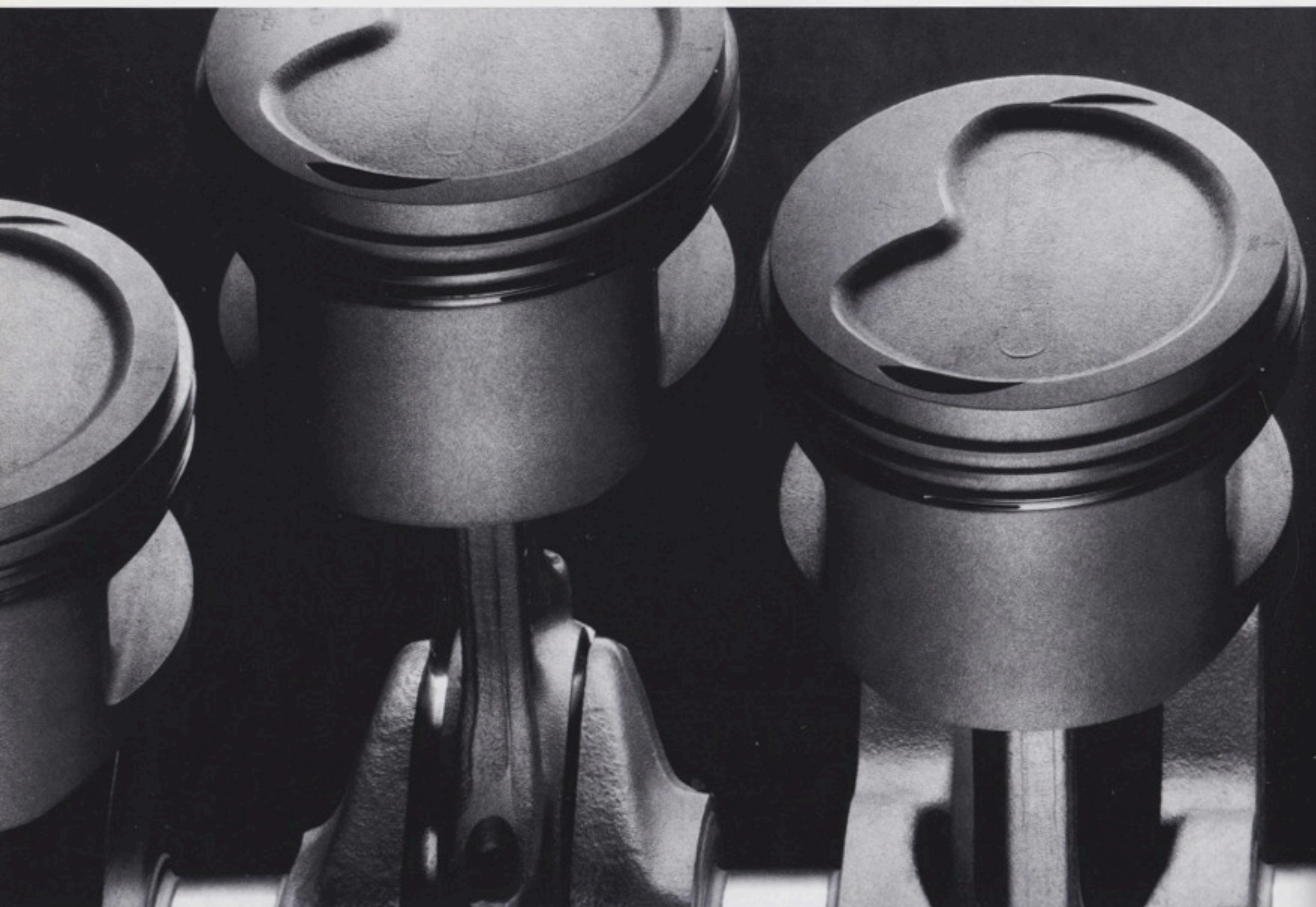
more conventional 60 mph in 7.1 seconds. Or it can power the two-ton 560 SEL Sedan to 60 mph in 7.4 seconds. A 4.2-liter 201-horsepower version of the V-8 motivates the 420 SEL to 60 mph in 8.8 seconds.

erate directly on the wear-resistant crystals. Forged-steel connecting rods and a monumentally strong spin-forged crankshaft direct the power to a sturdy yet smooth four-speed automatic transmission.

The aluminum-alloy cylinder block of a Mercedes-Benz V-8 is heavily ribbed to inhibit flexing and shifts that can cause accelerated wear. A generous network of coolant passages ensures rapid heat dissipation.

An ingenious electromechanical direct-port fuel injection system tailors the fuel curve with computerized precision to match operating and climatic conditions.





Cast aluminum-alloy pistons and massive forged-steel connecting rods are engineered to minimize friction. The result: both durability and efficiency are enhanced.

It was described as "the world's best straight-6" by *Road & Track*. Mercedes-Benz calls it the 177-horsepower 3.0-liter engine. It powers the 300 SE Sedan to 60 mph in 9.3 seconds. The 300 SEL Sedan can reach the same velocity in 9.4 seconds.

Unlike a V-6, the Mercedes-Benz in-line six is inherently balanced for secondary forces. Thus running smoothness is optimized and wear is

The "World's Best" In-line Six-Cylinder Powerplant



reduced. Heavy ribbing ensures that the block will maintain precise tolerances under extreme loads, contributing to durability.

The seven-main-bearing, twelve-counterweight crankshaft is of spin-forged steel. In spin-forging, the crankshaft throws are twisted into position while red-hot. This costly but effective method positions the grain of the steel parallel to the lines of maximum force, dramatically increasing overall strength.

An overhead-camshaft valvetrain reduces the number of moving parts, contributing to reliability and opti-

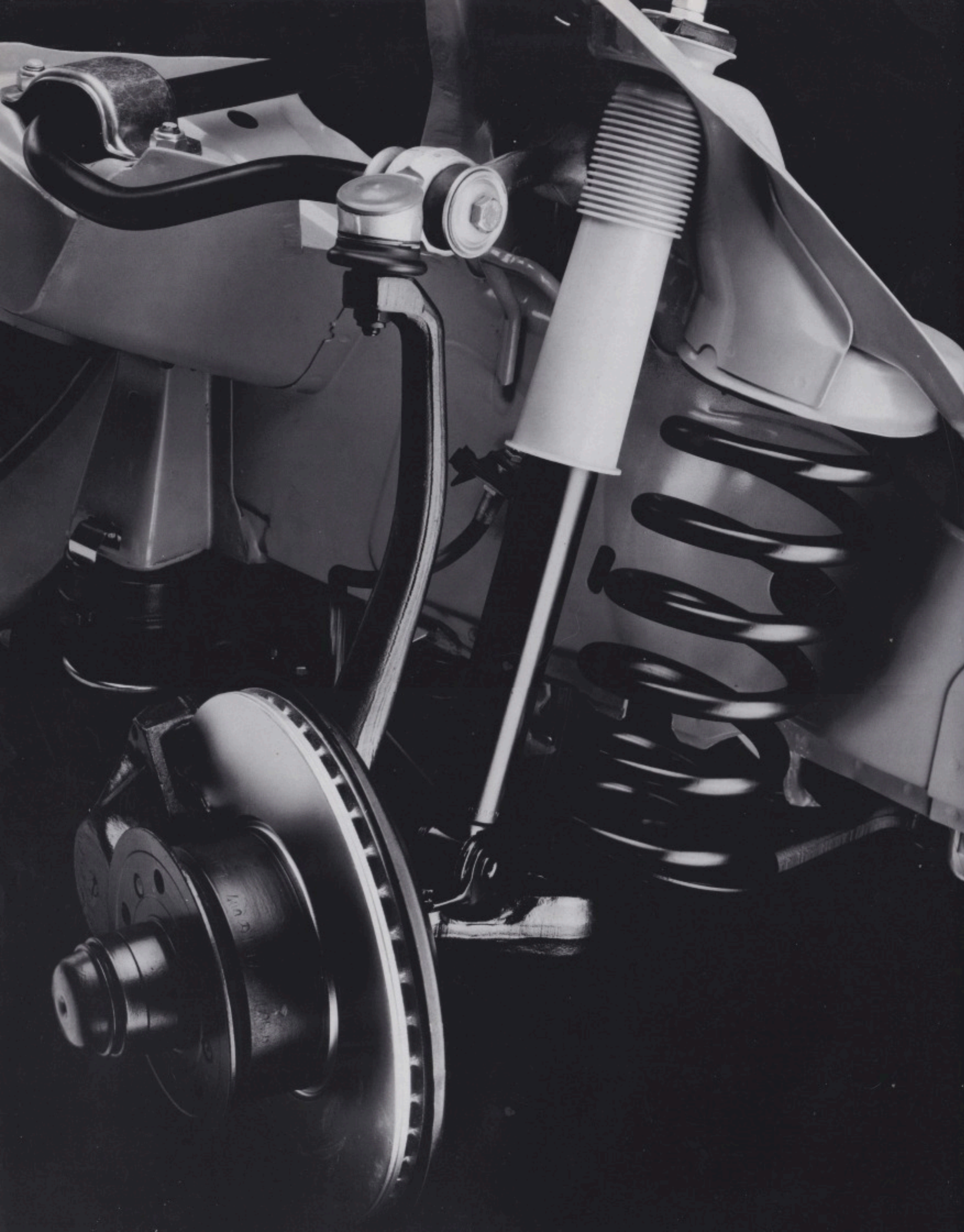
mizing high-speed operation. Large valves and cross-flow ports promote excellent cylinder filling. Combustion-chamber squish areas promote turbulence, which makes the powerplant unusually resistant to spark knock while enhancing the ignition of even very lean air/fuel mixtures.

An advanced KE-5 fuel injection system precisely maps air/fuel ratios. Thus mixture can be optimized for best efficiency and power.

The result: a durable, reliable engine that hums sweetly and powerfully all the way to a 6,450 rpm engine-speed maximum.



The 177-horsepower 3.0-liter six-cylinder provides seamless power for the 300 SE Sedan and 300 SEL Sedan.



Forged-steel front lower control arms are built to endure bad roads. Because suspension components are engineered to a precisely calculated dimension, they control wheel movement with certainty. Front and rear stabilizer bars prevent excessive body roll. Gas-pressurized shock absorbers and cross-matched coil springs at all four corners work progressively to provide comfort without loss of handling stability.

Mercedes-Benz engineers don't believe that comfort has to come at the expense of surefootedness. They believe that a car that moves with certainty and poise promotes driver peace of mind. And that both sublime comfort and driver peace of mind are luxuries the Mercedes-Benz owner expects and deserves.

Convention Says No Luxury Car Has a Right to be So Agile

This very critical balance of ride and handling is not easily achieved. It depends on precise control of wheel angles and tire contact area in various types of automotive maneuvers. Front-wheel control, for example, is accomplished by means of dual control arms that introduce corrective geometry changes in precisely programmed response to changing steering angles and loads.

The rear wheels are suspended by

means of semi-trailing diagonal pivots, which help control unwanted geometry variation yet allow agile response to pavement irregularities—without transmitting that response to the opposite wheel.

One of the most significant factors in the handling equation is the patented Mercedes-Benz recirculating-ball steering system. Matching precise control with smoothness, it provides a very positive feel that is characteristic of Mercedes-Benz. A shock absorber in the steering linkage helps absorb road jolts before they can reach your hands on the wheel.

Those are the technical details, but there is no substitute for the real-world feel of a Mercedes-Benz S-Class automobile. Only after you've sensed the way its tires thump solidly over huge potholes, only after you've experienced the liquid smoothness of its ballistically accurate steering can you fully comprehend why *Car and Driver* described the S-Class Mercedes-Benz sedan as "...an automobile that behaves impeccably anywhere it can roll its four wheels."



It has been more than a decade since Mercedes-Benz helped pioneer an anti-lock braking system. Because it proved to be one of the most important automotive safety innovations of the quarter century—perhaps of all time—ABS is now used on many other automobiles. And is standard on every Mercedes-Benz.

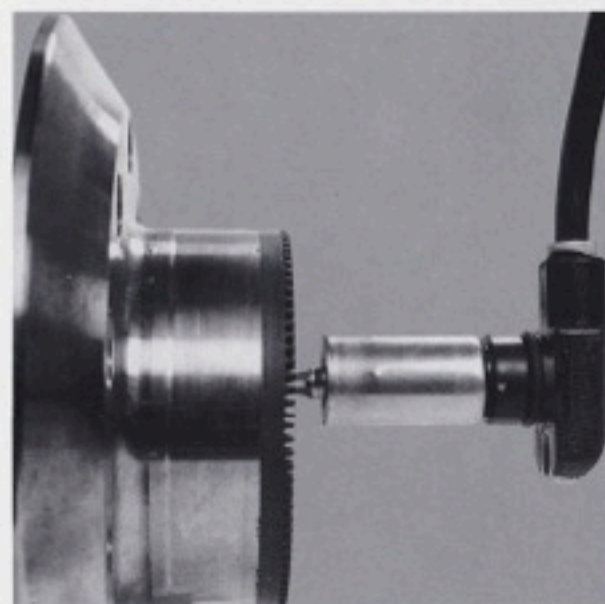
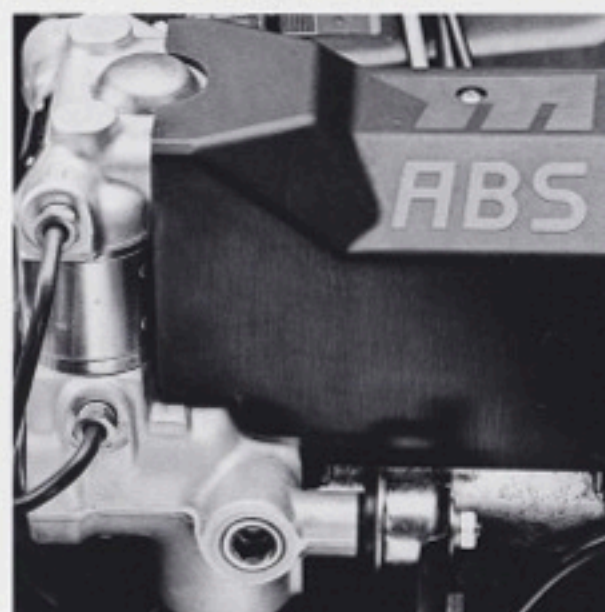
Mercedes-Benz ABS is a thoroughly proven safety system. A system fully integrated with powerful four-wheel disc brakes. Brakes that can devote even more power to stopping an automobile than the mighty 5.6-liter V-8 can bring to accelerating it.

When slippery or wet conditions might otherwise cause this massive deceleration power to be wasted in a potentially dangerous skid, the ABS

The Car That Started the ABS Stopping Revolution

computer steps in and modulates hydraulic pressure to help prevent wheel lockup. And the loss of steering control that can result.

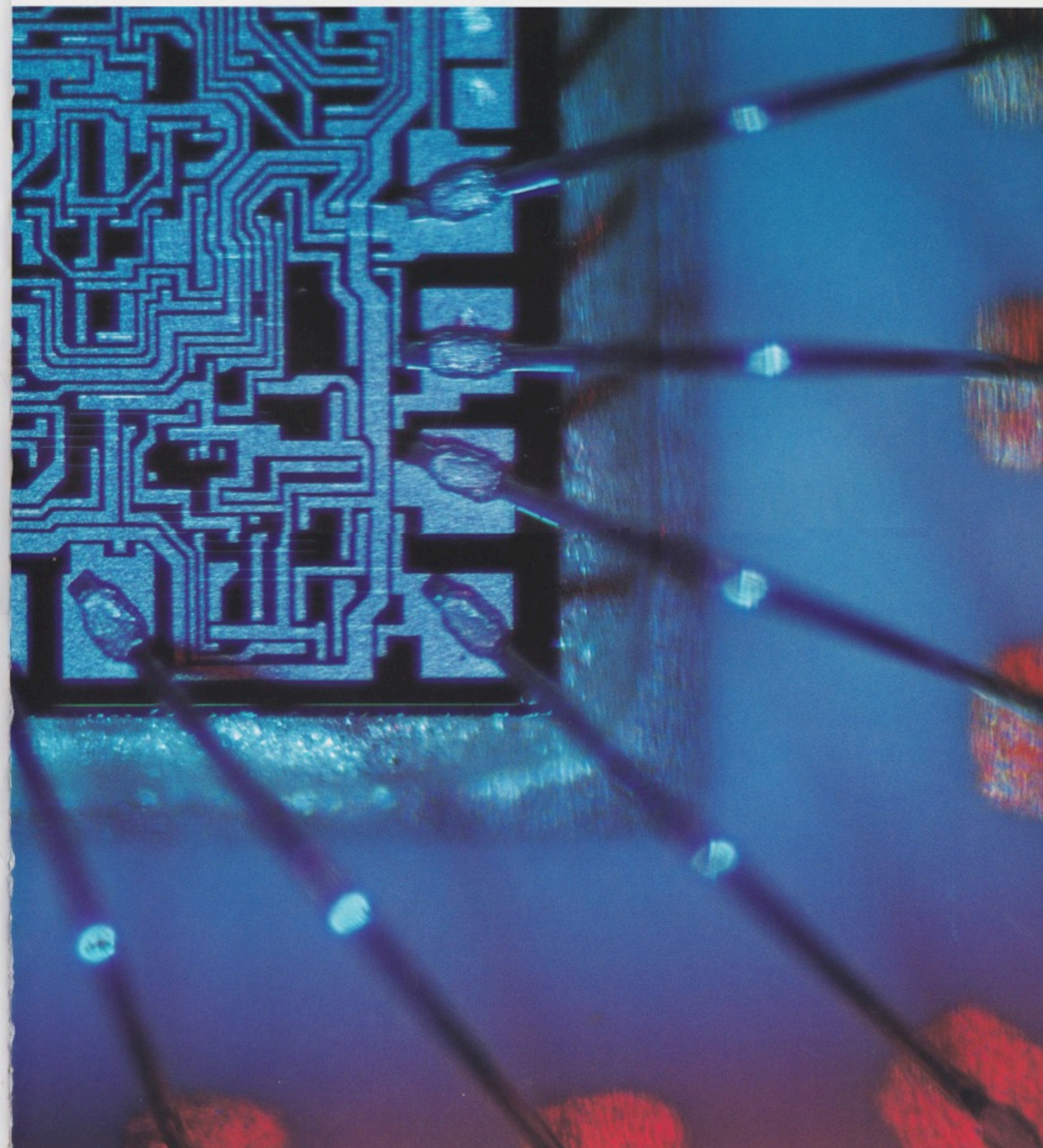
If you've never driven an ABS-equipped car, you don't know how controlled and calm emergency braking can be, even on a wet or slippery surface. If you've never driven a Mercedes-Benz, you don't know how refined ABS can be.



The ABS hydraulic control unit regulates brake pressure to each front wheel or both rear wheels in response to microprocessor direction.

Three sensors—one at each front wheel and one at the rear-axle pinion—determine when a reduction in wheel speed indicates lockup.

An advanced microprocessor analyzes data from the various system sensors and sends a signal to the hydraulic control unit, which modulates brake pressure accordingly.





A Mercedes-Benz research scientist invented the energy-dissipating automobile unit body 39 years ago. Mercedes-Benz scientists and engineers have been working to improve upon it ever since. Culminating here in an S-Class sedan, recently ranked best in injury-loss rate by the Highway Loss Data Institute.

The bedrock upon which Mercedes-Benz safety rests is the monocoque body structure. Designed with crumple zones at the front and rear, it can help absorb severe impact energy in a rear, frontal or offset-frontal collision. A unique chassis design dis-

tributes loads transmitted through the body to other predetermined areas where they dissipate. Therefore the overstressing of one location and high local deformation are avoided. In simple terms: the amount of energy acting on passenger-cabin occupants is reduced; the possibility of cabin intrusion is reduced.

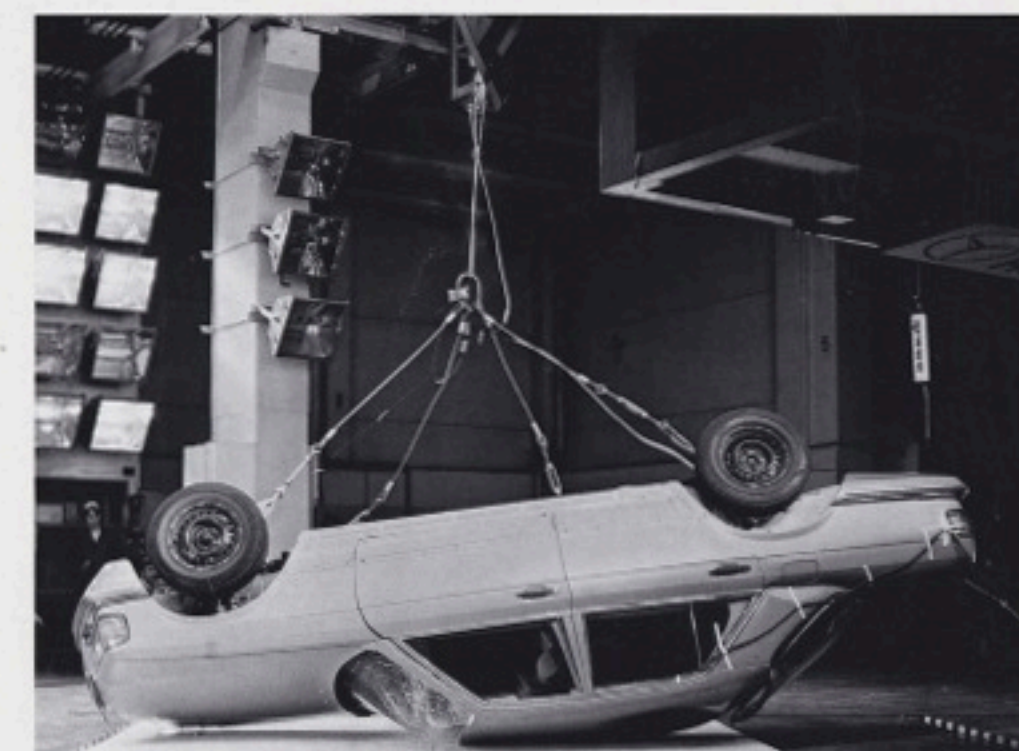
Single-piece roof side sections, large body cross-sections, door bolsters and side frame rails increase the ability of the roof and cabin structure to withstand impacts and rollovers. The edges of the doors overlap to help prevent jamming, even after severe

frontal or rear-end collisions. Door handles are of a grip style, rather than the more common flap. This design accommodates the application of maximum pulling force in the event a rescuer needs to apply it.

The inherent strength of the body means that seats and restraints can be mounted as securely as possible.

The torsional rigidity of the S-Class body means that flexing and distortion are not factors in the handling equation. This is one very important element in the uniquely secure feeling that a Mercedes-Benz communicates even under severe conditions.

An Automobile Body That Is Itself a Vital Safety Component



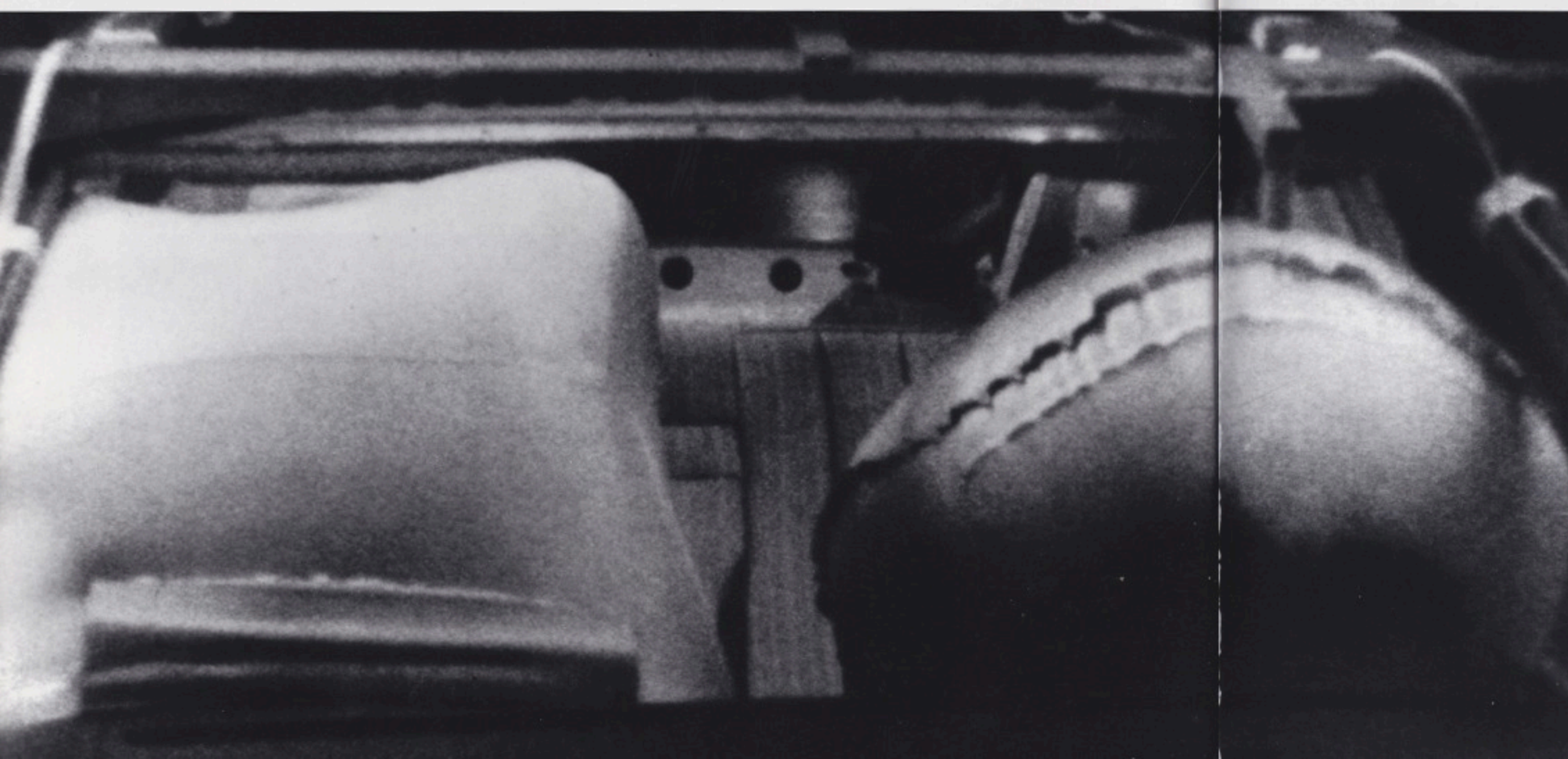
In this laboratory test of passenger cabin roof integrity, a two-ton S-Class sedan is dropped to land with its full weight concentrated on one forward roof pillar.



When the loads generated by a full or offset-frontal impact are sufficiently severe, the air bags deploy. Emergency tensioning retractors tighten both front seat belts under similar circumstances.

Mercedes-Benz conical door locks exhibit higher tensile strength in all loading directions than do conventional automobile door locks.

The spare tire is located where it can help absorb impact energy in a rear impact.



The passenger cabin of an S-Class Mercedes-Benz is an amazingly complete occupant-protection network. A few examples: The steering column deforms under severe frontal or offset-frontal impact. A foam floor panel in-

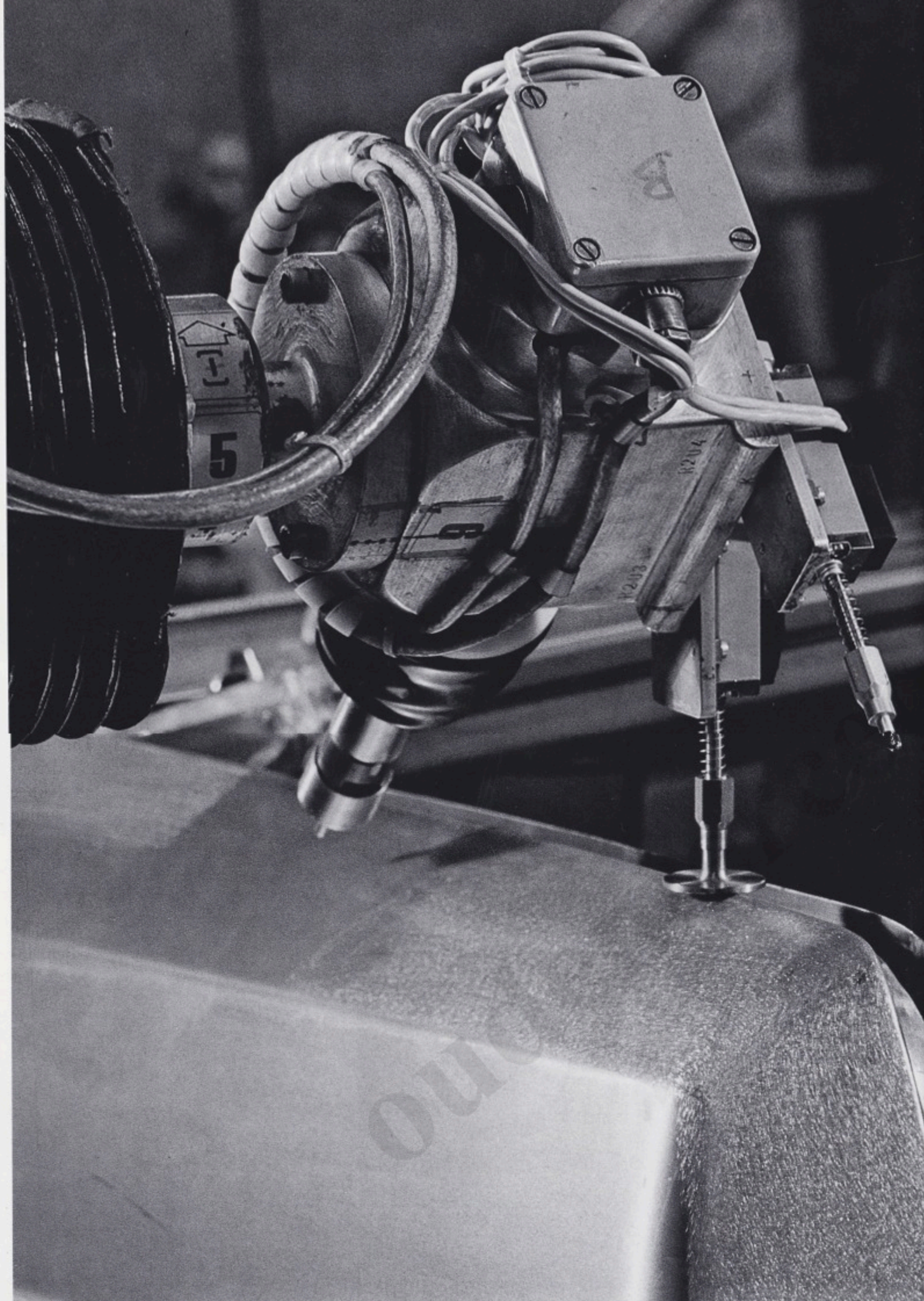
A Passenger Cabin Girded Against the Unexpected

sert helps absorb impact forces. A thin aluminum plate sandwiched between layers of dashboard wood helps reduce splintering. Three-point seat belts are provided at the two front and outer-rear seating positions.

One of the more important cabin safety features is the Supplemental Restraint System (SRS). This comprehensive restraint includes driver- and passenger-side air bags, knee bolsters, and emergency tensioning retractors for both front seat belts. Passenger-side airbags are standard on the V-8 S-Class models, and are optional on the other S-Class models.

Like many other automotive safety features, SRS is a Mercedes-Benz innovation. Exactly what you expect from a company that has made occupant safety an engineering priority.





After the color coats have been sprayed under the scrutiny of computers and quality control specialists, metallic colors are protected with a clear coat. When baking has been completed, still more quality control specialists check for imperfections.

When a Car Endures, Its Value Endures

durance, but every Mercedes-Benz is engineered to endure.

Every Mercedes-Benz is built on a rigid monocoque body; on a steel backbone so strong that the automobile seems to be carved from a single block of steel. A sensation that is clearly communicated through the controls of an S-Class automobile as it negotiates a twisting, turning stretch of potholed rough road.

In the cause of maintaining the automobile's singular solidity over long years of bad weather, zinc-coated steel is used in those locations

where it can serve a useful purpose. The entire body-in-white is subjected to a 30-step anticorrosion and finishing process that includes phosphate rinsing, dip application of primer, PVC underfloor protection, seam sealing, chip-resistant coatings, an advanced paint application system, and wax injection of even unseen body cavities.

During their development cycle, the S-Class automobiles were evaluated under laboratory conditions that encourage corrosion. Tested on machines that cycle individual components thousands of times more than they would be cycled in an ordinary automotive lifetime. Tested on some of the world's worst roads, under some of the world's most punishing climatic conditions.

Only when Mercedes-Benz engineers could say with conviction that the automobiles met the benchmarks established by previous Mercedes-Benz models did the cars of the S-Class earn the right to wear the Three-Pointed Star.



This hydraulically operated rig is an important tool in the quest for more durable and reliable cars. When activated, it mercilessly shakes developmental prototypes in order to pinpoint components or fasteners that might possibly rattle loose or fail by fatigue.



is required to complete a repair, a computerized distribution system can deliver it with quick efficiency.

The Mercedes-Benz four-year/50,000-mile limited new-car warranty covers not just the engine and drivetrain components, but all original Mercedes-Benz parts and systems that are not subject to normal maintenance replacement and wear and tear. (See your dealer for full warranty information.)

All comforting thoughts. Yet just a few more examples of the personalized service Mercedes-Benz owners expect and deserve.

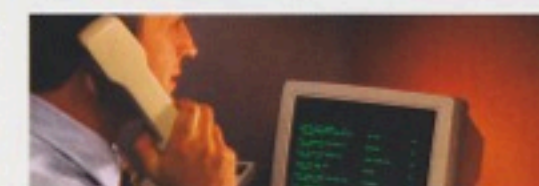
To help ensure that work will be performed quickly and accurately, Mercedes-Benz technicians employ more than 230 specialized tools.

Mercedes-Benz shapes the automobile ownership experience with the same careful logic that shapes the automobile. Making Mercedes-Benz owners the best-cared-for car owners in the world—a premise well supported by a record of long-term

A Car You'll Love To Drive That Isn't a Car You'll Hate To Own

owner loyalty unmatched in America today.

In survey after survey, Mercedes-Benz dealers rate higher in customer service satisfaction than those of any other marque. Consider maintenance and repairs performed by well-schooled specialists. Should you encounter difficulty on the highway, your Mercedes-Benz dealer's Roadside Assistance Program can provide help 24 hours a day, 365 days a year. In the event that an out-of-inventory replacement part



Your call to Mercedes-Benz Roadside Assistance will be taken by a Mercedes-Benz technical consultant. Many problems are resolved over the phone. During dealer hours, a Mercedes-Benz technician can usually be at your side in less than an hour.

How long will a well-cared-for Mercedes-Benz last? No one knows for certain—not even Mercedes-Benz engineers. But at least two Mercedes-

An Automobile You'll Never Forget and Quite Possibly Never Surrender

Benz automobiles have clocked more than a million highway miles. And those may well be still rolling along. A record of automotive endurance that stands as evidence of both a car-building philosophy and a dealer ser-

PURCHASE INTENTIONS: PERCENTAGE INDICATING THEY WOULD DEFINITELY REPURCHASE SAME MAKE



SOURCE: 1999 CSI-Customer Satisfaction with Product Quality and Dealer Service—J.D. Power and Associates.

Mercedes-Benz owners, in their repurchase intentions, continue to show by far the highest loyalty of any make sold in America.

Over the past ten years, Mercedes as a marque held its value better than any other. One reason: durability, as symbolized by these High-Mileage badges awarded to Mercedes owners after these significant milestones are passed.



vice commitment without peer.

Should you decide that you can't bear to part with your Mercedes-Benz, your authorized dealer will help you celebrate milestones by awarding grille badges at 250,000 kilometers, 500,000 kilometers and 1,000,000 kilometers. After that you're on your own.

Should you eventually decide to replace your automobile, you'll be pleased to know that Mercedes-Benz resale value is legendary. Some classic Mercedes-Benz automobiles have appreciated far beyond their original selling price.

Of course not every Mercedes-Benz automobile will appreciate in value. But as a line, Mercedes-Benz cars—regardless of age—have maintained a higher percentage of original value than has any other make of automobile sold in America today. Domestic or imported.

Why? Simply because Mercedes-Benz always has been and always will be engineered like no other car in the world.

Becoming a fully authorized Mercedes service technician is typically a long, arduous climb—and a crowning achievement in a visibly successful career. Then the real progress begins: building goodwill with Mercedes owners.



Meld the quick response and maneuverability of a close-coupled automobile with the refinement and solidity of the Mercedes-Benz S-Class. The 300 SE Sedan is the intellectually and aesthetically satisfying result.

300 SE Sedan

Built on a taut 115.6-inch wheelbase, the 300 SE offers an alternative to the longer-wheelbase SEL models. Yet the 300 SE is one of the automotive world's most spacious sedans.

And one of the automotive world's best-equipped sedans. For example, an automatic climate control system maintains cabin temperature at your preselected level. Electrically adjustable seats, head restraints, and steering column with two-position memory function make things simple for the two-driver family. An electrically heated windshield-washer and headlamp washer system helps you cope with foul weather, as do electrically heated side-view mirrors and rear window. An electrically operated sunroof with rear pop-up feature helps you enjoy bright, sunny days. It's optional at no extra charge. Of course, the 300 SE is equipped with a range of other conveniences, including a 100-watt, ten-speaker stereo sound system, illuminated vanity mirrors, rear-seat reading lamps, a front-passenger reading lamp, halogen fog lamps and more.



An expansive 15.2-cubic-foot carpeted trunk means the 300 SE Sedan can easily accommodate a full set of luggage and then some. The spare tire is mounted under the flat floor and is easily accessed through the trunk.



Like every Mercedes-Benz, the 300 SE Sedan incorporates a network of advanced safety systems. Among these: the Supplemental Restraint System, including driver-side air bag and knee bolsters and emergency tensioning seat-belt retractors for both front seating positions. A passenger-side air bag and knee bolsters are optional at extra cost.

Like many great Mercedes sedans of the past, the 300 SE is powered by an in-line six-cylinder engine. This 3.0-liter six-cylinder is counted among the most advanced engines ever built by Mercedes-Benz. A masterwork of efficient combustion, it generates 177 potent horsepower—enough energy to achieve 60 mph in 9.3 seconds. Coupled to a precisely calibrated 4-speed automatic transmission, it pours forth seamless power with near optimum efficiency.

Like many great Mercedes sedans of the past and present, the 300 SE is an S-Class sedan, a sedan of the senior-most series. And that makes it very special indeed.



Big, bold analog gauges with white numerals on matte-black faces monitor vital functions, including coolant temperature, fuel economy, oil pressure, fuel level, velocity, miles traveled,

total miles, engine rpm and time of day. A central locking system can be operated from either front door or the trunk or by means of the inside front door locks.

Because it combines the efficiency of a high-science six-cylinder gasoline engine with the expansive passenger cabin of the long-wheelbase sedan, the 300SEL has proven to be among the most popular S-Class sedans ever built.

"Acres of room in the rear seating area," said *Road & Track* in its evaluation of a long-wheelbase Mercedes-Benz sedan. Room to stretch your

300 SEL Sedan

legs, room for elbows and shoulders and hips. Nearly five feet of rear-seat width and more than three feet of rear knee room. Room to read or relax or work. Pencil-beam reading lamps on the roof pillars make it a well-illuminated rear seating area when you prefer.

The front seating area is no less inviting. Consider driver and passenger seats built to strict ergonomic engineering standards. And sized like first-class airplane seats. Generously proportioned so that confinement is less likely to contribute to driver fatigue in extended tours behind the wheel.

Every inch of seating area is richly upholstered in supple leather. Or in fine velour, which is optional at no extra cost. Zebrano hardwood veneers are tastefully incorporated into the dashboard, door panels and center console. Deep, fine-cut velour carpeting covers the floor. All of the



An electrically operated sunroof with rear pop-up feature is optional at no extra cost.

The clean, graceful lines of the forward roof pillar don't reveal its architectural complexity and massive strength. Both the roof pillar and fenderline are smoothly integrated into the cowl.



convenience features found on the 300 SE Sedan are standard equipment on the 300 SEL as well. Features like a 100-watt, ten-speaker stereo sound system, heated side-view mirrors, heated windshield-washer system, electrically adjustable front seats and steering column with two-position memory, and automatic climate control—to name just a few.

The refinement of the 300 SEL's passenger cabin is exceeded only by the refinement of its driving and mechanical systems.

Exceeded by a four-wheel independent suspension system that lends this two-ton sedan a surefootedness and agility that rivals machines built to sporting purposes.

Exceeded in no small measure by a six-cylinder 3.0-liter engine that has been acknowledged by experts as the finest of its type. An engine that generates a potent 177 horsepower and can accelerate the 300 SEL Sedan to 60 mph in 9.4 seconds from a standing start.

Exceeded by a comprehensive safety network, including the Mercedes-Benz Supplemental Restraint System.

In brief: this is an automobile of remarkable balance: efficient, powerful, spacious, comfortable and agile. An automobile that could only be built by Mercedes-Benz.



The transmission selector lever with its substantial leather-upholstered grip moves through a deeply notched shift gate. Its mechanical certainty allows manual upshifting or downshifting with confidence.

The driver-side air bag is hidden within the steering wheel hub. The optional passenger-side air bag is located behind the right-side dash panel.

The 420 SEL Sedan is more aptly compared to a corporate jet than to a conventional automobile.

For example, its 100 cubic feet of cabin space can accommodate five working businessmen in comfort. In deeply supportive, orthopedically designed seating. With a wide range of conveniences including reading lamps in the rear seat and at the front-passenger position. With more than three

420 SEL Sedan

feet of rear-seat knee room. With an automatic climate control system that diligently maintains a preset cabin temperature. With electrically adjustable front seats. Because the seat-control switch is shaped like a seat, it allows adjustment by feel alone.

To accommodate more than one driver, two-position memory is provided for the electrically adjustable steering column and both front seats. A ten-speaker 100-watt stereo sound system is acoustically matched to the passenger-cabin area.

Generating smooth, liquid power with a proficiency matched by few automobile engines, the 420 SEL's high-science aluminum-alloy V-8 powerplant can power the sedan to 60 mph in 8.8 seconds. Built with an over-

The Mercedes-Benz 420 SEL is a machine of such broad capability that it is equally at home cruising a grand boulevard or challenging a tightly twisting mountain road.





head-camshaft valvetrain, spin-forged crank and silicon-impregnated cylinder walls, the 4.2-liter is as durable as it is powerful.

A KE-III engine control system precisely maps spark and fuel requirements for excellent response even when driving conditions and vehicle loads vary.

With confidence bred of advanced, fully independent suspension design, this near two-ton sedan can masterfully negotiate a double switchback or potholed road. A patented recirculating-ball steering system provides a balance of liquid smoothness and precise directional control.

Unique also is a concern for occupant well-being. Eloquently expressed in terms of a complex network of safety features. A network that includes a Supplemental Restraint System with driver- and passenger-side air bags, knee bolsters, and emergency tensioning retractors for both three-point front seat belts.

Unique also is the deep satisfaction of owning one of the world's most satisfying automobiles: the Mercedes-Benz 420 SEL Sedan.

The 420 SEL Sedan's driving environment is not designed to some arbitrary sense of passing fashion, but rather to strict ergonomic standards that encourage good driving and enhance control while helping you resist fatigue.



The great Mercedes-Benz automobiles of the past are held in almost reverential esteem. Consider the 2.7 million dollars that a 1936 Mercedes-Benz recently brought at auction.

As great and grand as the classic Mercedes-Benz automobiles of history are, none is as great and grand as

560 SEL Sedan

the 1990 560SEL Sedan. None can match the power, comfort, handling, and endurance of the 560SEL—the best sedan Mercedes-Benz has ever built. And quite possibly the best sedan anyone has ever built.

Primed for performance as few luxury sedans are, the 560SEL sprints to 60 mph in 7.4 seconds, and can lap a test track at 142 mph. Its 5.6-liter, 238-horsepower V-8 engine hums powerfully to 6,000 rpm. An overhead-camshaft valvetrain eliminates pushrods for enhanced reliability. An innovative aluminum-alloy cylinder block eliminates heavy steel cylinder liners by impregnating the cylinder walls with hard, durable silicon.

Durability, in fact, is as much a Mercedes-Benz tradition as is the Three-Pointed Star on the hood. Because a Mercedes-Benz endures, its value endures. A fact supported by a record of value retention second to no other line of automobiles sold in America today.

Also without parallel is the sublimely comfortable passenger cabin of the 560 SEL. A passenger cabin with heated seats front and rear, electrically adjustable seats front and rear, two-position memory for both front seats and the electrically adjustable steering column, an antitheft alarm system, central locking, a 100-watt ten-speaker stereo sound system, and a wealth of other comfort and convenience features.

Yet the comfort of a 560 SEL is as much a product of chassis technology as it is of cabin engineering. When road conditions deteriorate, fully independent suspension helps tune out bumps and jolts. To ensure that wheel control is optimized under various load conditions, hydropneumatic levers adjust rear axle ride height.

Perhaps most significant, the comfort of a 560 SEL is the priceless comfort of peace of mind. This automobile is girded against the unexpected as few automobiles are: Built with a network of safety features, including a Supplemental Restraint System that incorporates air bags, knee bolsters, and emergency tensioning seat-belt retractors for both driver and front-seat passenger.

Flagship of the sedan fleet, the 560 SEL maintains the traditions of Mercedes-Benz while offering some of the most advanced thinking of this high-technology age.



The 560 SEL rear seat is possibly the most sublimely comfortable place in the automotive world. Electrically heated, it warms to a pleasant temperature in minutes (switch pictured at top).

The nearly five-foot-wide seat (right) is electrically adjustable for position and backrest angle, and is fitted with cushioned headrests and a plump pull-down center armrest.



The world's mightiest cars, equipped to satisfy the refined taste and sporting hunger of the world's most discriminating drivers, constitute the grand-touring class of automobile. Among the grandest of all grand-touring automobiles is the Mercedes-Benz 560 SEC Coupe.

560 SEC Coupe

From its 238-horsepower aluminum-alloy V-8 engine to its advanced fully independent suspension and monolithically rigid monocoque body unit, the 560 SEC Coupe is engineered for hard driving.

From a standing start, the 560 SEC achieves 60 mph in 7.1 seconds. On a test track the coupe achieves a 142-mph cruising speed. Its mighty powerplant, fueled by an advanced KE-III fuel-injection system, breathes deeply through large valves, activated by two rugged and reliable chain-driven overhead camshafts.

A four-speed transmission, engineered for both crisp manual shifting and smooth automatic operation, funnels the engine's potent output to a limited-slip differential.

All with imperturbable ease. Within the leather-wrapped, burl walnut trimmed passenger cabin, this great mechanical urgency is experienced only in terms of a near-silent surge of turbine-smooth power.



Because it is an automobile that is built to satisfy aerodynamic concerns rather than temporary fashion, the 560 SEC is shaped to manage the airstream to your driving advantage.

When the driving situation calls for adroit handling, the SEC responds with certainty. Its fully independent suspension system helps maintain optimum tire/roadway contact.

All with unflappable confidence. A sensation that can be achieved only through an exacting balance of crisply agile surefootedness and sublimely comfortable ride. A balance characteristic of the 560 SEC Coupe.

Characteristic also of this remarkable automobile is a wealth of features. For example, start the engine and electric extenders deliver the front seat belts to hand. Electrically heated front seats, windshield-washer system, side-view mirrors and rear window minimize cold-weather discomfort, fogging and icing.

In keeping with a Mercedes-Benz tradition established more than half a century ago, the 560 SEC Coupe is engineered with occupant protection as a priority. This commitment is fulfilled by means of a network of safety systems. The most obvious is a Supplemental Restraint System (SRS) that includes driver and passenger-side air bags, knee bolsters and emergency tensioning retractors.

More than an *example* of grand-touring sophistication, the 560 SEC Coupe is the *culmination* of grand-touring sophistication. In the words of *Road & Track*: "The Mercedes SEC Coupe requires terms not yet in the lexicon to describe its excellence."



The 560 SEC driver cockpit is a masterwork of ergonomic engineering. Everything you need is there, and everything is where you need it.

The 560 SEC rear seat is actually two contoured bucket seats with center armrest. Under the center armrest is a capacious, burl walnut-paneled stowage compartment.



Optional Equipment

	300 SE	300 SEL	420 SEL	560 SEL	560 SEC
Antitheft alarm system, including radio	S	S	S	S	S
Electric sliding sunroof, with rear pop-up feature	O ¹	O ¹	O ¹	S	S
Electrically heated front seats	O ¹	O ¹	O ¹	S	S
Electrically heated rear seats	O ²	O ³	O ³	S	—
Four-place seating package with rear storage console	—	O ²	O ²	O ²	S
Front seats with reinforced frames	O ¹	O ¹	O ¹	O ¹	O ¹
Front seats with electro-pneumatically adjusted orthopedic backrests	O ¹	O ³	O ³	O ¹	O ¹
Metallic paint	O ¹	O ¹	O ¹	O ¹	O ¹
Passenger's-side air bag and knee bolster with lockable center console	O	O	S	S	S
Rear window sunshade, electrically operated	O	O	O	O	O
Upholstery velour	O ¹	O ¹	O ¹	O ¹	O ¹

S Standard
O Optional
— Not available

¹ No charge
² Includes electrically adjustable rear seats
³ Left and right seats, each optionally available



An electrically adjustable rear seat is standard on 560 SEL, optional on 300 SEL and 420 SEL. A heated rear seat is standard on 560 SEL, optional on some other S-Class sedan models.

An electrically operated rear window sunshade can help prevent overheating of the passenger cabin when the vehicle is parked.



A passenger-side air bag is optional on 300 SE and 300 SEL Sedans, standard on all other S-Class models.

Electro-pneumatically adjustable orthopedic backrests allow a wide range of lumbar support control.

Electrically heated front seats are standard on 560 models, optional on all other S-Class models.





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TECHNICAL SPECIFICATIONS

S-CLASS



5-Door Sedan



4-Door Sport Coupe

MODEL SERIES	S-CLASS				
MODELS	300 SE 5-Pass. Sedan	300 SEL 5-Pass. Sedan	420 SEL 5-Pass. Sedan	560 SEL 5-Pass. Sedan	560 SEC 4-Pass. Sport Coupe
ENGINE					
Type	Gasoline, In-line, 6-Cylinder, 3.0 Liter, KE-5 Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-line, 6-Cylinder, 3.0 Liter, KE-5 Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, V-type, 8-Cylinder, 4.2 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings	Gasoline, V-type, 8-Cylinder, 5.6 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings	Gasoline, V-type, 8-Cylinder, 5.6 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings
Maximum Engine Speed (rpm)	6450	6450	6000	6000	6000
Bore x Stroke in/mm	3.48x3.16/88.5x80.3	3.48x3.16/88.5x80.3	3.62x3.1/92.0x78.9	3.80x3.73/96.5x94.8	3.80x3.73/96.5x94.8
Displacement cu in/cm ³	180.8/2962	180.8/2962	256.1/4196	338.5/5547	338.5/5547
Net Power hp/kW @ rpm	177/132 @ 5700	177/132 @ 5700	201/150 @ 5200	238/178 @ 4800	238/178 @ 4800
Net Torque lb-ft/N·m @ rpm	188/255 @ 4400	188/255 @ 4400	228/310 @ 3600	287/390 @ 3500	287/390 @ 3500
Compression Ratio	9.2:1	9.2:1	9.0:1	9.0:1	9.0:1
0-60 mph (seconds)	9.3	9.4	8.8	7.4	7.1
Fuel Type	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free
TRANSMISSION					
Transmission	4-speed automatic	4-speed automatic	4-speed automatic	4-speed automatic	4-speed automatic
Rear Axle Ratio	3.46:1	3.46:1	2.47:1	2.47:1	2.47:1
CHASSIS					
Construction	Monocoque body	Monocoque body	Monocoque body	Monocoque body	Monocoque body
Front Suspension	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, antidive geometry, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, antidive geometry, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, antidive geometry, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, antidive geometry, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, antidive geometry, coil springs, antiroll bar, single-tube gas-pressurized shock absorbers and zero-offset steering
Rear Suspension	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, antisquat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, antisquat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, antisquat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, antisquat geometry, four constant velocity joints, coil springs, anti-roll bar, hydropneumatic units that act as shock absorbers and automatic level control, limited-slip differential	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, antisquat geometry, four constant velocity joints, coil springs, anti-roll bar, hydropneumatic units that act as shock absorbers and automatic level control, limited-slip differential
Tires and Rims	205/65 R15 94H Steel-belted radial 6.5J x 15H2	205/65 R15 94H Steel-belted radial 6.5J x 15H2	205/65 R15 94V Steel-belted radial 6.5J x 15H2	205/65 R15 94V Steel-belted radial 6.5J x 15H2	205/65 R15 94V Steel-belted radial 6.5J x 15H2
Steering System	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper
Steering Wheel Turns Lock to Lock	3.0	3.0	3.0	3.0	3.0
Braking System	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Antilock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Antilock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Antilock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Antilock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Antilock Braking System (ABS)
Fuel Capacity: U.S. gal-res ltr-res	23.8-3.3 90-12.5	23.8-3.3 90-12.5	23.8-3.3 90-12.5	23.8-3.3 90-12.5	23.8-3.3 90-12.5
Curb Weight lb/kg	3740/1695	3785/1715	3915/1775	4100/1860	3915/1775

STANDARD AND OPTIONAL EQUIPMENT

	190E 2.6	300E 2.6	300E	300E 4MATIC	300CE	300 TE	300 TE 4MATIC	300 SE	300 SEL	420 SEL	560 SEL	560 SEC	300 SL	500 SL
ENGINE/CHASSIS														
Cruise control	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Hydropneumatic level control, rear axle	—	—	—	—	—	S	S	—	—	—	S	S	—	—
Limited-slip differential	—	—	—	—	—	—	—	—	—	—	S	S	—	—
Power-assisted 4-wheel disc brakes, with Antilock Braking System (ABS)	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Power-assisted steering	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Transmission, 4-speed automatic	*	S	S	S	S	S	S	S	S	S	S	S	**	S
Wheels, light alloy	S	S	S	S	S	S	S	S	S	S	S	S	S	S
EXTERIOR FEATURES														
Antenna, automatic, with selective height adjustment	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Halogen fog lights	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Halogen headlamps with wipers and washers	O	O	S	S	S	S	S	S	S	S	S	S	S	S
Metallic paint	O	O	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹
Outside rearview mirrors, adjustable from inside, right side electrically adjustable and both electrically heated	S	S	S	S	S	S	S	S	S	S	S	S	S ²	S ²
Plasticized undercoating	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Rear window, electrically heated	S	S	S	S	S	S	S	S	S	S	S	S	S ³	S ³
Wind deflector	—	—	—	—	—	—	—	—	—	—	—	—	S	S
Windshield washer nozzles, electrically heated	S	—	—	—	—	—	—	—	—	—	—	—	—	—
Windshield washer system (nozzles, lines and reservoir), electrically heated	—	S	S	S	S	S	S	S	S	S	S	S	S	S
INTERIOR FEATURES														
AM and FM stereo radio with cassette player	S	S	S	S	S	S	S	S	S	S	S	S	S	S
High-performance sound system	—	—	—	—	—	—	—	S	S	S	S	S	S	S
Armrests, front and rear seats	S	S	S	S	S	S ⁴	S ⁴	S	S	S	S	S	S ⁴	S ⁴
Climate control, automatic	—	S	S	S	S	S	S	S	S	S	S	S	S	S
Climate control, tempmatic	S	—	—	—	—	—	—	—	—	—	—	—	—	—
Console-mounted rear air vent	—	—	—	—	—	—	—	S	S	S	S	S	—	—
Courtesy light, front, delayed shutoff	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Courtesy light, rear	S	S	S	S	S	S	S	S	S	S	S	S	—	—
Entrance lamps	—	S	S	S	S	S	S	S	S	S	S	S	S	S
First-aid Kit	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Front door map pockets	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Front passenger reading lamp	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Leather-covered steering wheel and gearshift knob	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Parcel pocket on front seatbacks	S	S	S	S	S	S	S	S	S	S	S	S	—	—
Partition net and luggage cover	—	—	—	—	—	O	O	—	—	—	—	—	—	—
Rear footrests, removable	—	—	—	—	—	—	—	—	—	—	S	—	—	—
Rear reading lamps	—	O	O	O	—	—	—	S	S	S	S	—	—	—
Rear window sunshade, electrically operated	—	O	O	O	O	—	—	O	O	O	O	O	—	—

S Standard
O Optional
— Not available

*Available in either 4-speed automatic or 5-speed manual
**Available in either 5-speed automatic overdrive or 5-speed manual

A FULL RANGE OF OPTIONS
THROUGHOUT THE LINE

While every Mercedes-Benz is abundantly equipped with accessories and conveniences, some owners prefer to tailor the automobile to their specific needs.

For example, if you live in a colder part of the country, you might choose the electrically heated seats that are standard in the flagship 560 SEL Sedan and 560 SEC Coupe. Similarly the 300 TE Station Wagon purchaser who intends to transport more than five people



A rear window sunshade helps prevent excessive cabin heat.



Seats with electro-pneumatically adjusted orthopedic backrests.



Electrically heated front seats are available in all models.

	190E 2.6	300E 2.6	300E	300E 4MATIC	300CE	300 TE	300 TE 4MATIC	300 SE	300 SEL	420 SEL	560 SEL	560 SEC	300 SL	500 SL
Steering column, electrically adjustable telescoping (For SL—tilt/telescoping)	—	O ¹⁰	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹¹	S ¹²	S ¹²
Sunroof, electric sliding, with rear pop-up feature	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	O ¹	S	S	—	—
Upholstery, leather	O	O	S	S	S	O	O	S	S	S	S	S	S	S
Upholstery, MB-Tex	S	S	—	—	—	S	S	—	—	—	—	—	—	—
Upholstery, velour	O	O	O ¹	O ¹	O ¹	O	O	O ¹	O ¹	O ¹	O ¹	O ¹	—	—
Velour carpeting, interior	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Visor vanity mirrors, illuminated left and right	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Windows, electrically operated	S	S ¹⁵	S ¹³	S ¹³	S ¹³	S ¹³	S ¹³	S	S	S	S	S	S ¹³	S ¹³

SEATS

Front bucket seats and head restraints, electrically adjustable	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Front seats, electrically heated	O	O	O	O	O	O	O	O	O	O	S	S	O	O
Front seats with electro-pneumatically adjustable orthopedic backrests	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Front seats with reinforced frames	O	O	O	O	O	O	O	O	O	O	O	O	—	—
Four-place seating package with rear storage console	—	—	—	—	S	—	—	—	O ⁸	O ⁸	O ⁸	S	—	—
Multiposition seat memory	O ⁵	O ⁵	S ⁵	S ⁵	S ⁵	S ⁵	S ⁵	S ⁶	S ⁶	S ⁶	S ⁶	S ⁶	S ⁷	S ⁷
Rear head restraints	O	S ⁹	S ⁹	S ⁹	S ⁹	S	S	S	S	S	S	S	—	—
Rear seat, electrically adjustable	—	—	—	—	—	—	—	—	O	O	S	—	—	—
Rear seat, electrically heated (left and right)	—	—	—	—	—	—	—	—	O	O	O	S	—	—
Rear-facing third seat	—	—	—	—	—	O	O	—	—	—	—	—	—	—

INDICATORS/INSTRUMENTS

Fuel economy indicator	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Oil pressure and coolant temperature gauges	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Outside temperature indicator	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Tachometer/quartz chronometer	S	S	S	S	S	S	S	S	S	S	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 ¹⁴	S	S	S	S	S	S	S	S	S	S	S	S	S

SECURITY SYSTEMS

Antitheft alarm system, including radio	O	O	S	S	S	S	S	S	S	S	S	S	S	S
Central locking system, with 3-point operation	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Infrared remote control locking system	—	—	—	—	—	—	—	—	—	—	—	—	S	S

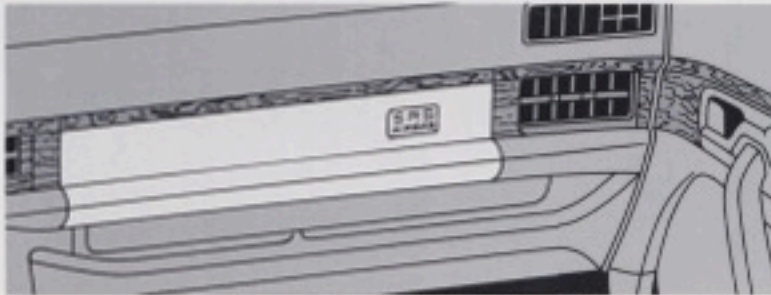
SELECTED OCCUPANT PROTECTION SYSTEMS

Adjustable front shoulder harness anchorages	S	S	S	S	—	S	S	S	S	S	S	—	S	S
Automatic front seat belt extenders	—	—	—	—	S	—	—	—	—	—	—	S	—	—
Passenger-side air bag and knee bolster with lockable center console replacing glove compartment	—	O	O	O	O	O	O	O	O	S	S	S	S	S
Seat belts rear, outboard 3-point, inertial reels	S	S	S	S	S	S	S	S	S	S	S	S	—	—
Supplemental Restraint System (SRS), driver-side air bag, knee bolster and Emergency Tensioning Retractors (ETR)	S	S	S	S	S	S	S	S	S	S	S	S	S	S

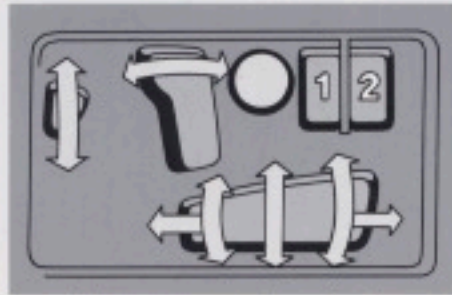
S Standard
O Optional
— Not available

1) No charge
2) Rearview mirrors are electrically adjustable and included in seat memory
3) Handstop only
4) Front only
5) 2-position memory, driver's side

*Available in either 4-speed automatic or 5-speed manual
**Available in either 5-speed automatic overdrive or 5-speed manual



A passenger-side air bag and knee bolster is optionally available on the 300 Class, 300 SE, and 300 SEL.



2-position seat memory is optional on the 190E 2.6 and 300E 2.6.

would probably select the optional third, rearward facing seat.
Note that some special equipment is optional at no extra cost. Examples include the electric sliding sunroof with rear pop-up feature (this feature is standard in the 560 coupe and sedan, not available in the 300 and 500 SL Coupe/Roadster) and velour upholstery on certain models, as indicated above.